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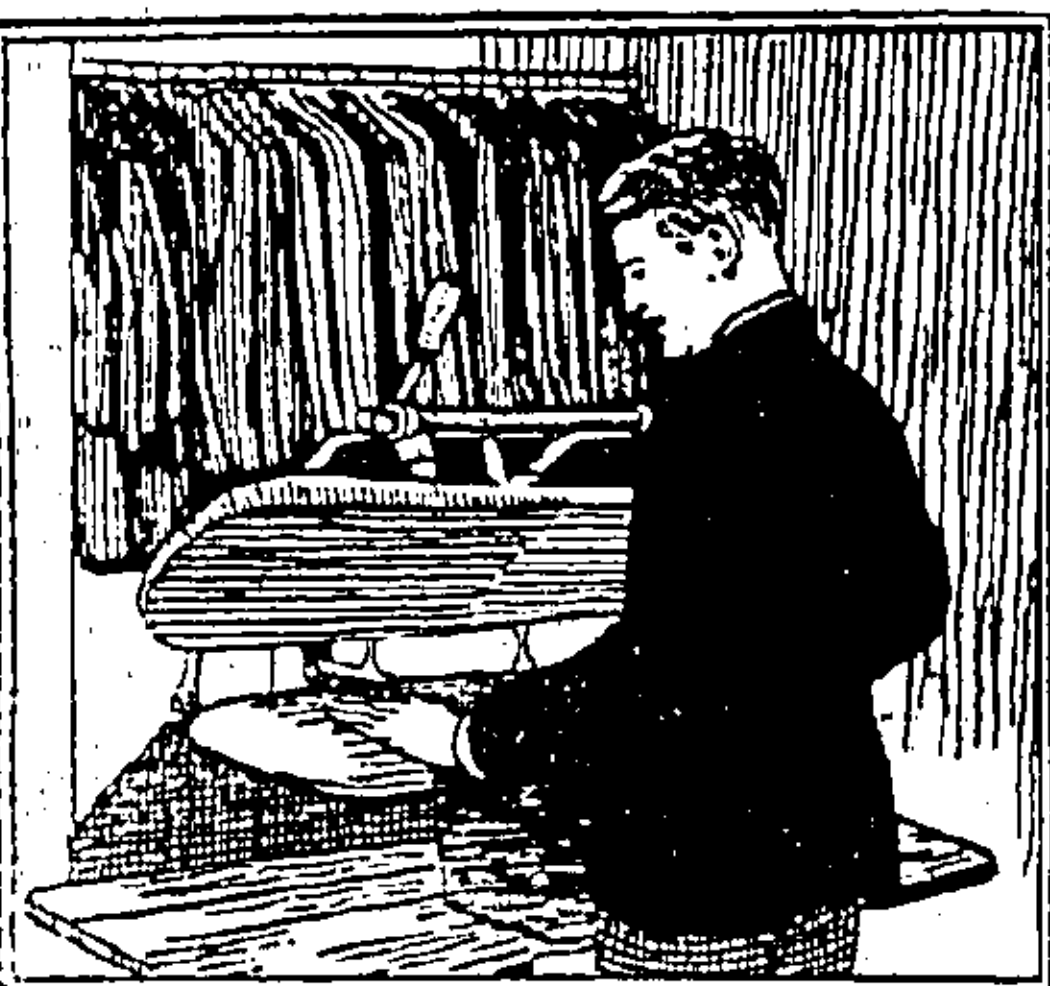
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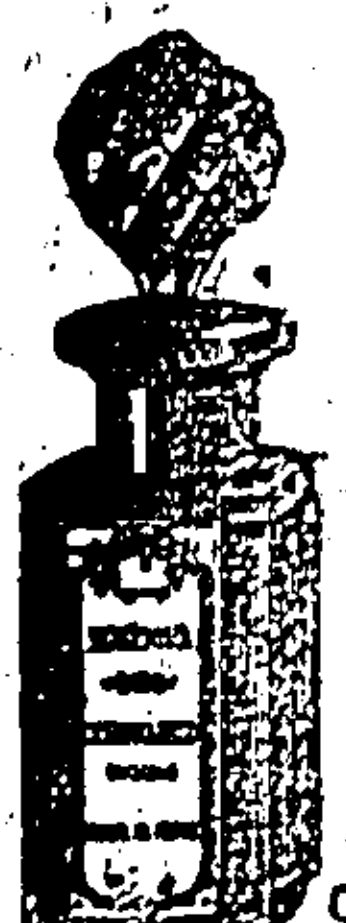
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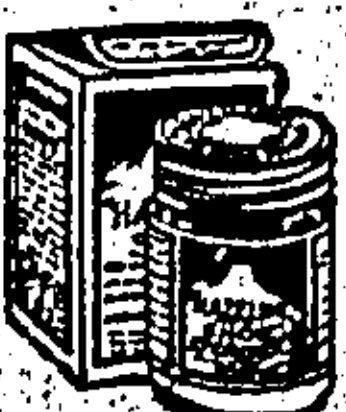
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HONGKONG VOLUNTEER
DEFENCE CORPS.[ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O.,
ADMINISTRATIVE COMMANDANT.]

No. 214.

1.—ENGINEER COMPANY.

Musketry Course Part I. will be fired at Stonecutters Range on Sunday, 29th February, 1926.

Range Officer: Lieut. R. H. Skelton.
Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Uniform optional, but rifles, bayonets and pouches must be taken.

Arms: Will be drawn from Corps Headquarters on Friday, 26th February, between 9 a.m. and 12 noon, or 9 and 4 p.m., or 5 and 8 p.m., and on Saturday, 27th February, between 9 a.m. and 1 p.m.

2.—ARMoured CAR COMPANY.

Miniature Range will be available for practice at 5.30 p.m. on Monday, 1st March.

Guns and Drivers as detailed will fire from the Armoured and Side Car mounting on the Sheko Road on Sunday, 7th March.

Dress: Shorts, putties, belts, tunics and helmets.

Parade at Corps Headquarters at 9 a.m.

Motor Cyclists will parade at Corps Headquarters at 9 a.m. for special scheme. Dress as above with breeches.

3.—MUSKETRY CUP.

The Musketry Cup for the year 1925-1926 was won by the Artillery Company (85 points), with the Scottish Company 2nd (84 points).

4.—Shooting Badges for the best shots in the Corps have been allotted as follows:

Rank of Sergt. and above C.S.M.
A. M. Thornhill, Reserve Co., 109 pts.

Rank of Corpl. and below Pte. W. D. Goodfellow, M.C., No. 1 Platoon, 98 pts.

5.—ARMS.

Members are reminded that the rifles and bayonets must be returned to Corps Headquarters as soon as possible.

6.—STRENGTH.

The following are taken on the strength:—

No. 1024 Pte. B. S. Stephenson, M.I. Co., as from 18th February, 1926.

No. 1025 Pte. H. Lo, A.C. Co., as from 22nd February, 1926.

7.—PROMOTION.

No. 355 Corpl. A. W. Brown, No. 1 Platoon, to be Sergeant, as from 24th February, 1926.

8.—LEAVE.

No. 62 Sergt. J. M. Smith, No. 6 Platoon, is granted 10 months' leave from 1st March 1926, to 31st December, 1926.

No. 113 Pte. G. H. M. Bannerman, Reserve Co., is granted 8 months' leave from 1st March, 1926, to 31st October, 1926.

No. 627 Gr. D. H. Sherman, Artillery Co., and No. 664 Pte. J. Chon, A.C. Co., are granted 12 months' sick leave from 17th February, 1926, to 16th February, 1927.

No. 573 Corpl. W. D. Jamie, No. 7 Platoon, is granted 12 months' leave from 22nd February, 1926, to 21st February, 1927.

No. 802 Sergt. A. Grant-Simpson, M.C., No. 7 Platoon, is granted 12 months' leave from 6th March, 1926, to 5th March, 1927.

No. 83 Pte. L. A. Barton, Reserve Co., is granted 10 months' leave from 1st April, 1926, to 31st January, 1927.

No. 881 Pte. E. J. Ainslie, Reserve Co., is granted 10 months' leave from 1st March, 1926, to 31st December, 1926.

No. 857 Pte. J. L. Adams, Armoured Car Co., is granted 12 months' leave from 20th March, 1926, to 18th March, 1927.

No. 178 Pte. M. Manuk, Reserve Co., is granted 6 months' extension of leave from 18th February, 1926, to 17th August, 1926.

9.—RESIGNATIONS.

The following are permitted to resign from the Corps:—

No. 501 Corpl. N. Mathieson, Armoured Car Co., as from 28th February, 1926.

No. 684 Pte. D. R. Gawler, M.C., Armoured Car Co., as from 22nd February, 1926.

No. 1708 Gr. C. V. Curtis, Artillery Co., as from 2nd March, 1926.

L. D. JOLL, Captain,
Adjutant, H.K.V.D.C.
Hongkong, 26th February, 1926.

THE FOREMAN'S REPORT.

A spinster living in a London suburb was shocked at the language used by two men repairing telegraph wires close to her house. She wrote to the company on the matter, and the foreman was asked to report. This he did in the following way:

"Me and Bill Fairweather were in this job. I was up the telegraph pole and accidentally let the hot lead fall on Bill. It went down his neck. Then he said: 'You really must be more careful, Harry'."

A retired major in the Indian Army, named Monteith, stated in the London Bankruptcy Court last month that his winnings at bridge during the last few years had averaged "something like 21,000 a year."

THE SITUATION IN CHINA.

A PROMINENT CHINESE OFFICIAL'S
SURVEY.

China is such a vast country and is in such a state of chaos from one end of the country to the other that it is difficult to get a comprehensive view of what is going on. Reuter's correspondent in Peking recently had an interview with "a prominent Chinese official," who furnished the following survey of the situation:—

With regard to the principal military leaders, he said that Marshal Wu Pei Fu had a force of about 15,000 regulars and some 40,000 other troops. Ten thousand of the latter served under General Liu Chen Hua when he was Tupan of Shensi. Another ten thousand were General Chao Ti's old followers, while the remaining twenty thousand consisted of volunteers from the farming people who had been driven to take up arms by the notorious Second Kuominchun Army. Marshal Wu could not expect much assistance from Marshal Hsiao Yao Nan, for the Hupeh Tupan could not afford to denude his province of troops owing to the necessity for constant watchfulness against incursions from Hunan and Szechuan. Marshal Wu, however, could draw upon the Hunan Arsenal for arms and ammunition. He thought that Marshal Wu's chances of coming to the front again were rather slender.

CHANG-WU ALLIANCE.

Marshal Chang Tso Lin, he said, had entered into co-operation with Marshal Wu in order to keep the Kuominchun occupied on another front while the Fengtien troops were engaging them in the North, and Generals Chang Tsung Chang and Li Ching Lin were causing a diversion South of Tientsin. There was no doubt that some arrangement had been reached between Marshals Chang and Wu, and the fact that Marshal Chang was supplying Generals Chang and Li with arms and ammunition proved that Marshal Chang and his former subordinate Generals were co-operating.

In the Jehol region the Fengtien troops had recovered control of about two-fifths of that territory. The First Kuominchun held the remainder. From the Shanhaikuan section the Fengtien forces had withdrawn with the object of luring the Kuominchun forward into a position more favourable for attack by the Fengtien army. It appeared, however, that the Kuominchun were strengthening their position at Jehol and were not making any serious advance at Shanhaikuan. The allied forces under Generals Chang Tsung Chang and Li Ching Lin, in the Tachow region, were progressing to the North-west. They had captured Potosi and threatened Tangchow and Tungkuang. If they captured these two centres they would probably divide their forces, and march on Paoingfu and Tientsin.

It was almost impossible to define the relations between Marshal Wu Pei Fu and Generals Chang Tsung Chang and Li Ching Lin. This question depended largely upon the attitude of Marshal Sun Chuan Fang. The latter undoubtedly was endeavouring to prevent further strife. His first object was to maintain peace in Chekiang and Kiangsu, and keep watch over Anhui and Fukien. The resources of the two former provinces were being utilized to help the two latter, and Marshal Sun had his hands full. Having realized his immediate ambitions, Marshal Sun was not eager for further adventure. Consequently he might hold aloof entirely if his own interests were not menaced.

General Sun Yueh had about 40,000 men but only 20,000 rifles. The position of the Second Kuominchun in Honan was similar. General Yueh Wei Chun was believed to have 200,000 men, but only 120,000 rifles. Therefore, the Fengtien combination were much better armed.

As regards the disposition of the Kuominchun, the First were mainly in the Shanhaikuan and Jehol regions, but they had some troops with the Third Kuominchun South of Tientsin opposing the Shantung and Chihli allies.

REACTION AGAINST RED ELEMENTS.

There appeared to have been a distinct reaction against the Red element in the military ranks. This had now become a crucial question. He did not think that any of the Northern leaders were in favour of Bolshevism.

Marshal Feng was endeavouring to wash off the red stains from his face, but he did not know what to use. Marshal Feng had been greatly perturbed by his heavy losses near Tientsin. The mortality there frightened him. He had been misled by Kuomintang and Red agents and he was now taking a back seat.

SOVIET CONTROL OF CANTON.

The Chinese were beginning to see what the Red influence meant at Canton where the administration was controlled by six Russians and four Chinese, and the latter had very little to say as regards the conduct of affairs. Canton, some time ago, claimed to have twenty-two divisions, but it now appeared that 60,000 was the total of the Canton Red Army.

POLITICAL GROUPS.

Reverting to political groups outside the military elements, he said that at Tientsin there were General Li Yuan Hung, and General Chang Shou Tseng with a certain number of ex-officials and former Members of Parliament. They were not taken very seriously. Then there was Mr. Tang Shao Yi with some followers at Shanghai. They had got themselves into a muddle, although they might achieve some success in their own regions. Marshal Wu also had a political following, which could only be taken seriously if the Marshal met with success in the field.

(Continued on next column.)

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PEOPLE'S CONFERENCE.

In his opinion the brightest prospects for the country lay in Marshal Tuan's call for a People's Conference. There were already assembled in Peking 224 representatives of the provinces, and a further 100 arrived they could get down to business. These here now had sent a circular telegram to the provinces on February 1st asking the authorities to hasten the departure of their representatives who had not yet started for Peking. The duties of this conference would be to examine and vote upon the constitution which was completed in December last, and to elect a permanent President.

There had been much argument lately about the legal position of the Administration present and future, but none of the "contending parties" had any legal status. This included Canton. The only laws sure of observance were martial law and the law of requisition. These two laws were enacted by the seventeen gentlemen who met at Nanking in 1912 and they had been faithfully observed since then by the militarists.

The present Administration had observed the so-called National Convention but for a change in the name of President to that of Chief Executive. Even the Cabinet system had been restored, and it was difficult to understand all the talk about legality.

The Members of the People's Conference would have a proper legal standing, whereas the Members of the old Parliament certainly had not. They had no constituencies and their qualifications had lapsed.

THE POSITION OF THE EX-PRESIDENT.

In conclusion, the official said that another duty that would devolve upon the People's Conference would be to decide upon the fate of Marshal Tsao K'un. The Chief Executive refused to give a ruling on this question, so the convention would have to say whether or not the ex-President should stand a trial. Vague reports had recently been in circulation regarding Marshal Tsao. The truth was that he was in normal health and was being guarded by Marshal Tuan's own bodyguard.

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THE BRITISH TRADE POSITION.

THE BANK INDEX.

Mr. Walter Leaf, Chairman of the Westminster Bank in the course of his annual address to the shareholders last month said:

Generally speaking the deposits in the large banks have been very steady. Our own, as shown in the balance-sheet before you, differ only by about 1 per cent. of the total from those of twelve months ago. On the other hand, our advances to customers, the most profitable employment of our funds, are about 24.5 millions larger, and the percentage of our deposits has risen to 46.3, the money for the purpose having been found by the sale of over 28,000,000 of our investments. This is clear evidence of increased activity on the part of our customers, who have applied for this increase in their banking facilities. It proves that, in spite of all the evidence we have had of depression in various most important branches of industry and commerce, there is still a very large area in which trade has been both active and profitable. Indeed, it would seem that, owing mainly to the general improvement of the standard of living among the workers, especially in the sheltered industries, the general spending power of the community has been materially enhanced, and our internal trade has been throughout the year on a sound and profitable basis. The same cannot, of course, be said of our export trade. There has been little or no improvement in shipping and building, the wool trade has been through a severe crisis, the cotton trade has not recovered the ground it has lost, and the coal trade is a source of continual anxiety—though it may be noted with satisfaction that the latest reports are more hopeful—and one cannot foresee what the position may be when the subsidy comes to an end in the spring. Yet in spite of all this, it is necessary to protest against the outcry that British trade is doomed, and to point out once more that we are holding our pre-war proportion of world trade; our own export trade has fallen off in rather less ratio than world trade as a whole. The most profitable direction for our energies is towards the removal of the barriers to international trade which are set up or strengthened from time to time by the exaggerated spirit of nationalism which has taken hold of all the nations of the world and expresses itself in hampering in every way the free interchange of commodities which is the breath of life to international commerce.

There are, however, I am thankful to see, signs of a rebellion of public opinion all over Europe, and even in the United States, against this maintenance of what is to all intents and purposes a bitter economic warfare. The League of Nations is proposing an Economic Conference to consider the whole situation, and the International Chamber of Commerce, whose influence is, I believe, steadily growing, is appointing a strong committee to study the whole problem. I hope that another year may see good progress made.

SIR FELIX SCHUSTER'S VIEWS.

Speaking at the annual meeting of the National Provincial Bank, last month, Sir Felix Schuster said:

Last year did not quite carry out the promise of improved trade with which it began. The London Clearing House figures, it is true, show a large increase and have attained the figure of £40,437,000,000. I am glad to say our own proportion in this turnover is a very large one, and testifies to the extent to which the bank participates in the general trade of the country. Home trade has shown signs of a considerable activity and purchasing power; perhaps it might be better to describe the latter as will-to-purchase. It is when we look at the foreign trade that a certain feeling of disappointment makes itself manifest. The total figures show a slight increase amounting to £22,000,000, but while imports have risen by £45,000,000, the total exports have declined by £13,000,000, and the excess of imports amounts to the unprecedented figure of £32,000,000.

Not so many years ago a return like this would have been received with almost unqualified satisfaction. The excess of imports over exports was for a long time considered as a measure of our prosperity, and in fact it may be taken as a measure of wealth provided always that our earning power through invisible exports is not decreased thereby; that is to say, provided that we have not paid for our imports through sales of our foreign investments or similar earning power. Exports of bullion on balance only amounted to about £28,000,000 in gold and £1,300,000 in silver, a total of not quite £30,000,000, and it has been well observed that the gold movement has been far less striking than could have been expected in the first period of gold standard resumption.

VOLUME OF FOREIGN INVESTMENTS.

Whether the country on the whole has disposed of a large volume of foreign investments during the last year, or whether increasing amounts of foreign money have been employed here—both of which factors would go to the payment of the excess of imports—it is quite impossible to determine by available statistics. Accurate investigation by an ordinary member of the public is not practicable, and even by Government departments very difficult; but the general opinion and experience seem to be that there has been an increase rather than a decrease in the amount of foreign investments held by this country, and that foreign, especially American, money employed here has been withdrawn to a considerable extent. If that be so, as I believe it to be, then the amount of our invisible exports must be considerably greater than has been estimated before even in the official figures. This fact is highly satisfactory, but must not tend to diminish the great effort that it is evident must be made in order to increase our output. Although it is clear that imports contribute to employment, this is far more the case with regard to exports, and it is essential from every point of view that production must be increased and employment found for those who now live on subsidies from the State. To re-establish our former trading position it is not so much a decrease of imports but rather an increase of exports for which we must work.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

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Hongkong Bank	£1,055 buy.
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Chartered Bank	£211 nom.
Mercantile Bank, A. & C.	£234 nom.
Do.	£213 nom.
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Douglas	£30 sel.
H.K. & M. Steamboats	£20 sel.
Hongkong Tugs	£3 sel.
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Star Ferries	£55 buy, 58a.
Waterworks	£16 buy.
Oriental Navigation	£250 nom.
China Sugar	£27 buy.
Malacca Sugar	£39 nom.
Benguet	£14 nom.
Kailash Mining Ad.	£4/6 buy.
Langkate (combined)	Tls. 23 buy.
Do. (single)	Tls. 12 nom.
Shanghai Explorations	Tls. 5 sel.
Shanghai Loans	Tls. 7 nom.
Do.	£5 buy.
Do.	£5/6 nom.
Do.	£5/6 nom.
H.K. & K. Wharves	£110 buy, x dir.
H.K. & W. Docks	£34 nom.
Hongkong Land	Tls. 163 buy.
New Engineering	Tls. 7 nom.
Shanghai Docks	Tls. 107 sel.
H.K. & S. Hotels	£34 buy.
Hongkong Land	£634 buy, 64a.
Hongkong Realty (c.p.)	£5 sel., 4 sa.
H.K. Territorials (c.p.)	£6 nom.
Humphreys Estates	£124 buy.
Princes Buildings	£120 sel.
Rural Lands	£37 sel.
Evo Cottons	Tls. 3/0 buy.
Oriental	Tls. 3 nom.
Shanghai Cottons (old)	Tls. 54 buy.
Do. (new)	Tls. 23 buy.
Amusements	£11 buy.
Canton Ice	£7 nom.
Cements (combined)	£14 nom.
Do. (old)	£12 nom.
Do. (new)	£2 nom.
China Buses	Tls. 104 buy.
China Lights (combined)	£14 buy.
Do. (old)	£11 buy.
Do. (new)	£5 buy.
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Der. & Wing (c.p.)	£10 nom.
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H.K. Developments	25 cts. nom.
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Mackintosh	£14 nom.
Peak Trams (old)	£17 buy.
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Sincera	£11 sel.
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United Asbestos	£20 nom.
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Changkat Serdangs	1.25
Conemaras	8.00
Glencalies	2.45
Indragiris	2.30
Jerams	9.00
Jimbas	1.00
Kedahs	2.10
Kempas	3.75
Kuala Sidms	6.50
Lunas	5.25
Malaka Pindas	17.50
Malakoffs	2.75
Mandai Tekongs	4.25
Mayfields	0.50
Ulu Benuts	12.50
New Serendahs	0.75
Nyalas	4.25
Pajams	13.00
Punggora	12.50
Sandycrofts	1.30
Scudais	4.00
Sungai Bagans	2.75
Tapahs	4.50
Tambakals	28.00
Teluk Ansons	1.30
United Malaccas	17.00
Utun Simpans	2.25
Price of raw rubber	4.50

Price of raw rubber: 65 cts. per lb.

DIVIDEND ANNOUNCEMENT.

The Ayer Molek Rubber Estates, Ltd.,
has declared a final dividend of 12 per
cent., making 25 per cent. for the year,
also an interim of 10 per cent. for 1925.

A SHANGHAI DIVIDEND.

Messrs. Benjamin & Potts yesterday
received a cable from their Shanghai
Office announcing a final dividend of Tl.
0.65 per share, making Tls. 1.40 for the
year, on Anglo-Dutch Plantations, Ltd.

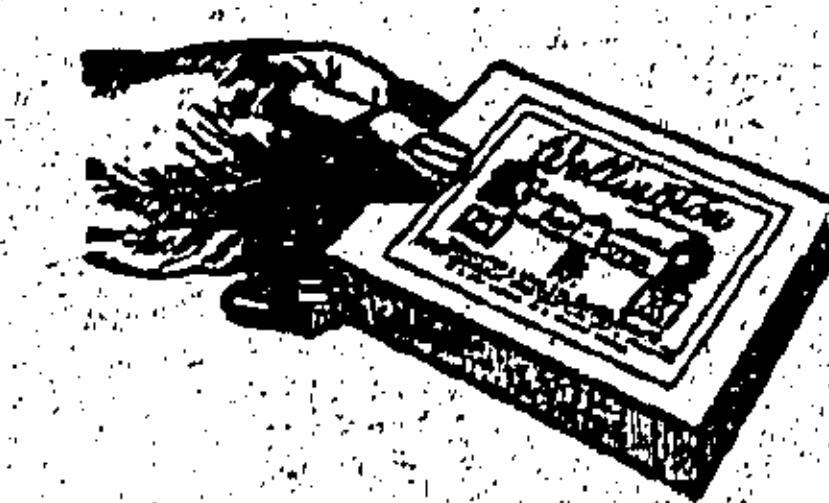
EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Ruey, February 24th.

To-day's exchange rates are as follows:

Paris	132.95
Amsterdam	12.14
Brussels	107
Berlin	20.43
Copenhagen	18.17
Vienna	34.53
Helsingfors	1.19
Lisbon	215/32
Buenos Aires	45.57/32
Shanghai	2/0
Yokohama	11/104
New York	4.863/16
Geneva	25.527
Milan	121
Stockholm	18.15
Oslo	22.68
Prague	1841
Madrid	34.45
Rio	7.11/16
Bombay	1/8, 9/64
Silver (spot and forward)	2/41
Hongkong	30.11/10



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PERFECT FOR LATE SUMMER
AND AUTUMN PHOTOGRAPHY.

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WELLINGTON & WARD, LTD
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"CRAVENETTE" RAINCOATS.

These Raincoats are made of fully tested rainproof cloth, light in weight yet thoroughly reliable.

They are fashionably cut giving a distinctive appearance and freedom of movement.

Stocked in useful shades of Drab, also in Navy Blue. Priced from \$39.50.

WE ALLOW 10% DISCOUNT FOR CASH.

Mackintosh

& Co. Ltd.

MEN'S WEAR
SPECIALISTS.

Alexandra Bldg. Hong Kong Des Voeux Road



THE NEW
**ORTHOPHONIC
VICTROLA**

Prices \$210.00 to \$700.00
Less 10 Per Cent. Cash Discount.

S. MOUTRIE & CO., LTD.
VICTOR DISTRIBUTORS.

JUST ARRIVED
LATEST MODELS
HARTMAN'S TRUNKS

AT
EXCEPTIONALLY LOW PRICES.

CABIN TRUNKS
FROM \$45.00

WARDROBE TRUNKS
FROM \$95.00

THE SINCERE CO., LTD.

WHITEAWAY LAIDLAW & CO. LTD.

We Offer
Exceptionally
Good Value

IN
**BRITISH MADE
TRAVELLING
RUGS**

A New Stock of
Travelling Rugs Are
Now To Hand.

SIZES AND PRICES
RANGING FROM—
6'0" X 8'0" 6'0" X 7'6"

\$15.95 each \$16.75 each
6'0" X 8'0" 6'0" X 8'2"

\$18.50 each \$37.50 each
**Jaeger Pure Wool
Rugs.**

\$49.50 each \$52.50 each
\$57.50 each

EARLY WARM BLANKETS

SINGLE BED SIZE—
\$18.95, \$19.75, \$23.50 and \$52.50 Pair.

DOUBLE BED SIZE—
\$29.50, \$35.50, \$39.50 and \$79.50 Pair.

MERINO COT BLANKETS.
30" X 45" \$9.95 Per Pair.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG TRAMWAYS, LTD.

ELECTRIC TRAMWAYS & MOTOR BUSES.

SUGGESTIONS FOR KOWLOON.

The yearly ordinary general meeting of the Hongkong Tramways was held yesterday at the offices of Messrs. Jardine, Matheson & Co., Ltd.

Those present at the meeting were Mr. D. G. M. Bernard (Chairman), the Hon. Sir C. P. Chater, Kt., C.M.G., LL.D., Rev. Fr. L. Robert, Mr. A. H. Compton and Mr. Lo Cheung Shiu (Directors), Mr. L. C. F. Bellamy, M.C., A.M.I.E.E., M.Inst., T. (General Manager), Mr. W. F. Simmons, A.C.I.S. (Secretary), and the following shareholders, Messrs. Ting Kwing Kwong, Lo Man Hing, Lee Coon, Ho Leung, G. W. Sewell, G. H. Wilson, J. D. Kinnaird, B. Branch, H. Rutledge, A. Denison, O. F. Ribeiro, J. E. Joseph, Frank Tustin, A. A. Alves, O. Kitchell, Sen Kom Chi and W. E. Van Epps.

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—It is now 21 years since the first electric tram-car was put into operation in Hongkong and I think the present is an opportune time to refer briefly to tramways in general. Those who care for statistics may be interested to hear that our normal mileage has reached the equivalent of one tram going round the world every four days.

TRAMWAYS & RAILLESS CARS.

A certain section of the press at home has persistently attacked tramways (especially Municipal Tramways) and in some towns the cry "scrap the trams" has been raised. In many small towns where only a limited service is required tramways are undoubtedly being superseded by either railless cars (trolley vehicles) or motor buses. The latter are ideal for suburban and country districts where the service does not warrant high capital expenditure. This is particularly the case in America where petrol is cheap.

Regarding large towns, however, or rapidly growing localities which call for a 3, 4 or 5 minutes service, electric tramways are supreme, and I will quote two authorities in support of this assertion.

The first is Mr. Fearnley, the General Manager of the Sheffield Corporation Tramways and Motor Department. This undertaking possesses (in addition to 400 tram-cars) one of the largest Municipal motor bus undertakings in Great Britain. Speaking at a Transport Conference at Brighton on September 10th last Mr. Fearnley said:—

"Tramways are still the premier form of street transport for the large industrial areas."

"No one is yet able to demonstrate anything to the contrary, and one's own daily experience proves beyond question the correctness of this assertion." The second is Sir George Hume, M.P., a leading member of the London County Council.

Speaking in the House of Commons on June 25th last he said:—

"I venture to say that no man in his senses, who has had anything to do with municipal politics in London would dare to go to London with the cry of 'scrap the trams.' We hear that cry from those who are articulate, but not from the great mass of Londoners, the workers, who know what service the trams give to them, and I for one, although I have been charged for years with having the intention of scrapping the trams, have never dreamed of doing so mad a thing."

THE LOCAL PASSENGER TRAFFIC.

In the two days immediately preceding China New Year, 1925, we carried a quarter of a million passengers exclusive of monthly ticket holders. Can one visualise the state of the streets between, say, Garden Road and Sincere's had we attempted to carry this number of people by means of motor omnibuses?

It would require 200 single-deck buses to replace 20 tram-cars and not only would this cause acute traffic congestion but the operating costs per passenger would be increased by not less than \$300,000 per annum, which represents the difference between the cost of petrol and electricity.

The tram-car is a much more economical user of street space than a motor-bus. On a wet night on the Embankment the L.C.C. cars move 50,000 people an hour.

Referring to this, Sir Henry Maybury, Director-General of Roads, recently said "How are you going to carry that number on buses if you scrap the trams? Where are you going to put all the buses that would be necessary?"

These cars may be a procession, but they are an orderly procession vastly different from the traffic chaos to be seen every day near, say the Bank of England.

KOWLOON TRAFFIC.

On the question of Kowloon my predecessor at this meeting last year said "The Government propose shortly to call for tenders for the exclusive right of operating a motor-bus service in Kowloon. It is the intention of your directors to tender for such a service, although it is felt that electric traction by means of either cars on rails or railless trolley vehicles would be preferable." I endorse every word of Mr. Beith in this connection, and it is significant that Shanghai, Singapore and Penang are all adopting railless trolley vehicles rather than petrol buses on routes where tramway construction (or re-construction) is considered too costly.

There is, of course (except from the point of view of the Highway authority) one improvement advantage to be derived from substituting rail-free for rail-borne vehicles. The operating concern is relieved of the onerous obligation of the upkeep of a large portion of the street paving, about 15 acres of which we maintain between Shaukiwan and Kennedy Town to-day.

A propos of this, the Parliamentary Secretary to the Ministry of Transport speaking in the House of Commons on November 17th last, said "The tramways under an old Tramways Act (of 1870) when horses pulled trams have to keep the middle of the roads in repair. That is a very great hardship to the trams throughout the country, because in regard to damage done to the middle of the track, the upkeep of which falls on the tramways undertakings, the motor omnibuses damage not only the sides of the road but the middle of the road between the tramway rails as well."

This burden, however, is more than off-set by the much higher maintenance and depreciation charges in respect of motor buses—not to mention the extra cost of power.

This brief review would be incomplete if I failed to add that where roads are sufficiently wide the best form of urban passenger transport is undoubtedly the separate track system of tramways where a portion of the centre of the road is fenced off and the rails laid on wooden sleepers (except at street crossings). With this system we attain the three greatest desiderata viz., safety, speed and, what is most important, silence.

Further, capital cost is much reduced, due to the absence of either concrete or street paving; ordinary traffic is never impeded owing to the road being up for track repairs; and, finally, police traffic control is much simplified as a result of the introduction of one-way travel for all vehicular traffic on the two carriage-ways.

EFFECTS OF THE STRIKE.

Our earnings last year were considerably affected by the strike, which commenced on June 30th and for nine days not a tram left the depot. But, on the 30th a service of 5 cars manned by Europeans in the employ of the Company was commenced and this was subsequently augmented by volunteers who rendered excellent service and I now wish to avail myself of this opportunity to tender our hearty thanks to all those who assisted us during this period. In August we were able to resume a normal service, but earnings have not yet returned to the record level reached during the last half of the year. But I feel sure shareholders will be glad to hear that in the three days over China New Year our earnings this year amounted \$19,000 which, though less than in 1925 is some \$1,800 more than in the previous year.

IMPROVEMENTS IN THE ROLLING STOCK.

The policy of keeping the rolling stock absolutely up-to-date has been continued. It will be remembered that all cars about the middle of 1923 had canvas top covers. During the two following years these were gradually replaced by wooden top covers. We now have gone a stage further and vestibule top covers are being fitted. These have become very popular, affording as they do complete protection in cold and wet weather.

Six new cars will be put into service very shortly. These will have a new type of truck with a long wheel-base and should provide very comfortable riding. In order to secure more room for third class passengers the lower saloon on these cars will be extended and the first class passenger accommodation will be limited to the upper saloon. A wider staircase will be provided and the motor-man will have a small compartment all to himself.

ROAD IMPROVEMENTS.

During the year an important road improvement was carried out on Praya East at Bourington Canal Bridge which was too narrow to permit of a satisfactory double track. The bridge has now been widened and the rails relaid with the proper clearway and two footpaths added to the bridge. The whole of the cost of this work has had to be borne by the company but we have the satisfaction of knowing that our action in this matter is appreciated by every class of vehicle driver who uses Praya East.

Unfortunately, very little headway has been made with the doubling of the track between Causeway Bay and Shaukiwan, but the P.W.D. is now making progress with the cutting between Quarry Bay and Cornhill and it is hoped to have the trams running on this new road within the next few months. It will be a great relief to abandon the tortuous section of track on the side of the Tai Koo Club where there is constant risk of collision with motor vehicles round blind corners and on a steep gradient.

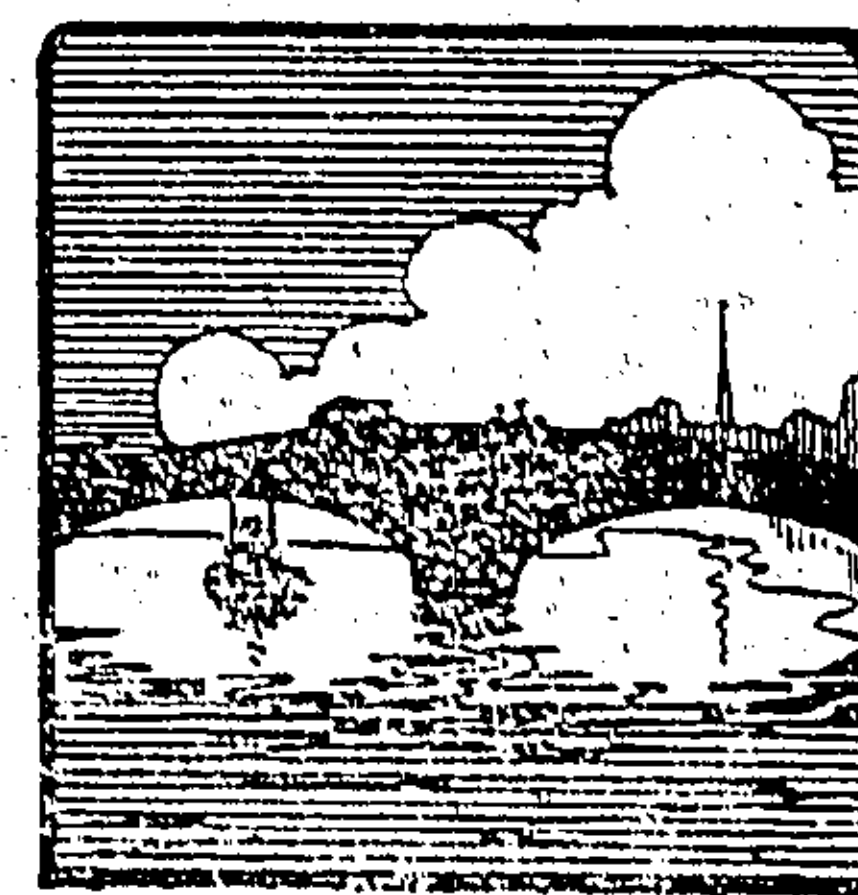
NEW TERRITORY MOTOR-BUS SERVICE.

Turning now to the accounts, you will recollect that at this time last year, resolutions were passed increasing the nominal capital of the company to \$3,250,000 by the issue to shareholders of 325,000 additional shares of \$5 each fully paid as a capitalised bonus out of Reserve. This was duly carried into effect the new scrip being issued in March last and is set out accordingly in the present Balance Sheet.

THE ACCOUNTS.

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CHAMPAGNES.

G. H. MUMM CORDON ROUGE Extra Sec

Pints or Quarts

POMMERY and GRENO

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[101]

THEATRE ROYAL.

HONGKONG A.D.C.'S

GREAT PRODUCTION

"IF"

EVENING PERFORMANCES:

March 2nd, 3rd, 5th & 6th at 9.15 p.m.

Thursday, 4th March, Matinee only at 4.30 p.m.

BOOKING AT ANDERSON'S.

Prices— \$3 \$2 & \$1.

CORRESPONDENCE.

"IF"

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I presume I am expected to accept the letter of your correspondent on this subject, as an apology. So be it, one soon learns not to expect much in this part of the world.

As regards the question of my experiences, which certainly seem to have aroused a lot more interest than I, as a modest and retiring kind of man, care to contemplate, it is difficult for me to enlarge on them in public in such a way as to bring all the story vividly before the eyes of the public. It is seldom, in these prosaic times that anyone meets with an adventure that savours, almost, of the days of the Magic Carpet, and naturally I hesitate to lay myself open to a charge of out-doing Baron Munchausen.

A few sympathetic friends have stood by me, however, when certain low fellows of the baser sort descended to jeering at my story which, be it noted, has been extracted from me piecemeal, and by no means with my willing consent. These friends assure me that it is actually my duty, and only in keeping with a promise I made previously—and I am very sorry I did make it now—to give the true version of my extraordinary experience in public. That being so I have completed all arrangements with a few of my comrades connected with me in this affair—who by a purely fortuitous chance happen to be in Hongkong at present—consisting of my wife and brother, the lady who might have been my wife, and others, together with the kind assistance of several more Hongkong people who are good enough to help me out owing to the great interest they take in the business.

I have arranged to hold a series of public performances at the Theatre Royal starting on Tuesday next at 9.15 p.m. when I shall publicly explain, with every aid that Art and Science can lend, all the experiences that followed from the moment I accepted the gift from Ah of a Jade Charm. The scenes vary between London and Paris, and to avoid appearing too egotistical, I have arranged some wonderful dancing and music.

Now that I have screwed myself up to the pitch like this, I hope that the public will honour me with their company. If after they have heard all I have to say, they still think that I am a romancer—which is a much milder term than any I have heard used—I shall shake the dust of Hongkong off my feet with no regrets, and return to where I can find a little human appreciation—Yours faithfully,

JOHN BEAL.

CANTON SITUATION.

STRIKE PICKETS WITHDRAWN FROM CUSTOMS PREMISES.

COMMISSIONER'S TRANSFER WANTED BY BOYCOTTERS.

THE ALTERNATIVE—AN AGITATION TO MAKE CANTON A FREE PORT.

[FROM OUR CHINESE CORRESPONDENT.]

Pending the re-opening of the port of Canton to regular traffic, a number of foreign ladies and children—families for the most part of members of the foreign staffs—left Canton for Hongkong on February 23rd and 24th. Since the stoppage of Canton-Hongkong river traffic, foreign families on the Shamen have had considerable difficulty with their food supplies.

Notwithstanding the boycott in the last few months, communication between Hongkong and Canton, for the benefit of dwellers on the Shamen, had not been interrupted, sometimes one, and sometimes two, British steamers keeping on the run. No steamer, however, has gone from Hongkong to Canton with food supplies for Shamen since February 22nd, except what might be carried up the River by foreign gunboats. A Customs launch is plying between Hongkong and Canton.

Since the 1st of February, no fewer than 13 junks full of cargo had been taken by strike pickets while on their way from vessels to the Customs Examination Shed on the Bund, these alone involving more than 1,000 packages of goods.

Although about five junks were returned to the Customs by the pickets in the course of a fortnight, the other eight were not released until February 20th, when the Commissioner of Customs in Canton threatened to suspend the further issue of permits to vessels to work their cargo until this nuisance was removed. Some cargo appears to have been missing, from the junks returned to the Customs. In the last few months also a considerable quantity of other goods has been taken by the pickets and not yet restored.

Now the Commissioner of Customs has put into effect his threat, and since the 22nd no vessel has been permitted to work cargo in Canton, except those carrying rice, which have since 24th been unloading. Passengers on incoming ships have been also since then permitted to transfer their baggage.

Unaware of the situation in Canton, several vessels have arrived there in the last few days, including three German, three French, five Japanese, and two American vessels.

As stated yesterday, the Kuomintang Political Commission, the most authoritative branch of the Canton Government, on February 22nd, decided to order the Strike Committee to return all junks recently seized contrary to Customs regulations; to assure the Commissioner of Customs that the Canton Government would see protection accorded hereafter to insure the smooth administration of the Customs, especially the safe transfer of goods between vessels and the Customs House, and to instruct the Strike Committee not to examine incoming goods before the Customs authorities have finished with the collection of duty and released the goods.

Since the 22nd, the strike pickets have withdrawn from the Customs premises.

The Strike Committee, it is understood, will ask the Inspector-General of Customs at Peking to dismiss the present Canton Commissioner of Customs. Should this request be denied, the workers will petition the Kuomintang to declare Canton a free port.

TROUBLE IN PIECE-GOODS TRADE.

The dispute between the employers and the employees of the Canton Piece-goods Guild over demands for better conditions of service and higher wages had not been settled up to February 24th. The shops have not yet resumed business since Chinese New Year holidays. The merchants in this trade have been suffering a great deal since the boycott, as their goods were mainly either British or Japanese. Since the boycott began it has been possible to get British goods into Canton only through payment of heavy bribes to the strike pickets; and the Canton agents, in order to forward goods inland, were mulcted in very heavy expenses. It is pointed out that the merchants who have been doing business had done so simply to relieve the congestions in Hongkong godowns, there being no money in the trade. The merchants think that they cannot improve the conditions of their employees under present circumstances. Altogether some 60 large piece-goods importing firms and well-known retailers are involved in this.

SUPREME COURT.

A LOST WILL.

ENGINEER'S FIANCÉE GETS \$14,000.

Some time ago Messrs. Johnson, Stokes & Masters handed the will of the late Mr. George Young, marine engineer, in the employ of the Douglas Steamship Company, to the Registrar of the Supreme Court, who to the best of his knowledge put it in a locked safe. Sometime later when Messrs. Johnson, Stokes & Masters applied for the will, the Registrar, on going to the safe found the will missing. A thorough search was made, not only at the Registrar's offices in the Supreme Court but also at the offices of the solicitors, but the document could not be found.

Before Sir Henry Gollan, the Chief Justice, at the Supreme Court yesterday, Mr. H. G. Sheldon (instructed by Mr. L. D. Andrews, of Messrs. Johnson, Stokes and Masters) applied for grant of probate in respect of a copy of the will.

It was stated that deceased left property to the value of \$13,931, and an affidavit was read to the effect that the sole executrix and beneficiary under the will was Miss Edith May Fincher.

The will was made on June 1st, 1922, and sixteen months later Mr. Young died. At the time the will was made, deceased was third officer on the s.s. *Hai Hong*, the boat being in the harbour following a voyage to the Chinese coastal ports.

In her affidavit Miss Fincher spoke of an engagement between deceased and herself, which had continued up to his death. The deceased had told her that it was his intention to leave all his property to her.

A number of extracts from letters which she had received were read, one of which was to the effect that he had given instructions that "all that I have is for you."

Affidavits were also read giving proofs of the original will having been returned to the Registrar by Messrs. Johnson, Stokes & Masters, and how the Registrar to the best of his knowledge and belief put it in his safe, but on seeking it on another occasion had failed to find any trace of it.

Mr. Sheldon said that the relatives of the deceased had been written to, and with one exception, they all agreed to the will. The exception was a Mrs. Laurence Craft, of Lake Terrace, Washington, Seattle. According to the other members of the family, they had not heard from her for two years, and on that occasion she had stated that it was her intention of removing from that address.

With regard to the mother of deceased, Mrs. A. Marshall, widow, the executrix and beneficiary had agreed to make over a part of the estate to her.

His Lordship said that it was pleasing that such a compromise had been come to, and in view of the circumstances of the case, he would grant the application for the probate of the copy of the will to be granted, until such time as the original will might be found.

A MOCK TRIAL.

AMUSING EVENING AT THE Y.M.C.A.

Last evening at the European Y.M.C.A., Kowloon, was an interesting and amusing one, a Mock Trial being staged by the members. The trial took place in the Lounge, which had been very effectively transformed into a police court.

The trial centred around an alleged armed robbery at "Cumshaw Villa," and the story of this "outrage" was vividly told, and the incidents realistically described by the complainant and witnesses for the prosecution. The defence was also excellently carried out, while the addresses of Counsel on both sides were forceful. The mirth provoking dialogue introduced into the trial did not fail to bring forth the hearty laughter of the large audience. Although the trial was designed to be semi-drama and semi-comedy, it gave a very excellent idea of court procedure.

The novelty was that the trial was not cut and dried in any way in the form of a play or sketch, and the decision of "guilty" or "not guilty" was left entirely to the decision of the jury.

Those taking part in the trial were as under:—Judge, the Rev. J. House Johnston; Counsel for the Prosecution, Mr. C. W. Skeet and Mr. Baxter; Counsel for the Defence, Mr. T. Sands and Mr. Griffith; Clerk of the Court, Mr. V. Hannan; Police Inspector, Mr. J. T. Long; Witnesses for Prosecution, Messrs. Van der Starr, J. Wallace and Thomas; Witnesses for the Defence, Messrs. Petrie and Allkree; Complainant, Mr. Cutting; Prisoner, Dr. G. W. Hollings, Usher, Mr. Avenall; Court Police Officer, Mr. Barrett; Jury, Messrs. Walker, Bluck, Johnson, Sewell, Wilford, A. M. Other and Capt. Blazney.

A third Ladies' Night at the Y.M.C.A. has been arranged for Thursday, March 18th, and another debate is to be held on Thursday, March 25th.

THE COMING FLOWER SHOW.

We are asked by Mr. E. B. O'Hornell, the Hon. Secretary of the Hongkong Horticultural Society, to mention that the entries for the Flower Show close at 1 o'clock next Monday, the 1st March. It is hoped, Mr. O'Hornell says, that all interested in horticulture will devote a part of this week end in shrouding up their gardens with a view to sending in as many entries as possible. If there is any reasonable doubt as to whether any particular exhibit will be ready or good enough for the Show on the 11th March, intending exhibitors should certainly enter it, remembering that one week of fine weather can make all the difference to a garden.

SUMMARY COURT.

CLAIM FOR WAGES FAILS.

At the Summary Court, yesterday, before Mr. Justice Wood, Mr. J. Mac-Portland, 10, Mongkok Road, Yau-mat, claimed \$550 as wages due from the Tung Shan firm.

Mr. C. A. S. Russ was for plaintiff, and Mr. L. S. Turner for the defendant firm.

Plaintiff said that he was employed with Messrs. Raven & Basto in 1923, and later, with the Hongkong Engineering Company, but he eventually returned to his former employers. He left their employ at the end of January of this year. Consequent on a fatal accident in Stubbs Road, he was asked to supervise some work there. The Tung Shan firm were the contractors for the work, and Messrs. Raven & Basto were the architects. At that time he was employed by the latter firm, and had a deal of work to supervise. On October 1st, Mr. A. E. F. Raven asked him to supervise the work in Stubbs Road, and undertook that the defendant firm would pay him a salary of \$120, and \$20 each month for expenses. On October 9th, Mr. Raven handed him a letter which stated that the defendant firm had agreed to his appointment as supervisor. When he went to the defendant firm, they refused to pay him his salary.

His Lordship pointed out that, in the statement of account it was stated, that his salary for January was paid on January 1st. That item would therefore have to be deleted from his claim.

Replying to Mr. Turner, witness said that he had no correspondence with the defendant firm with regard to this arrangement, but he had looked on the defendants as being responsible for his pay from the beginning. He admitted that he had several conferences with Mr. Raven with regard to his salary. He also stated that he was drawing \$250 a month from Messrs. Raven & Basto.

Mr. Raven was present as a witness for the defence, but he was called by Mr. Russ.

Witness was shown a letter dated October 9th, which set out the appointment of the plaintiff as supervisor. He denied having given the letter to plaintiff, and added: "He must have pinched it from the office." He admitted having shown the letter to plaintiff, but reiterated that he had never given it to him.

His Lordship: Why did you show him that letter?

Witness: So that he might know that he was to undertake the supervision of the work.

His Lordship: Plaintiff says that you contracted with the defendant firm on his behalf with regard to wages.

Witness: No; the only contract made was between plaintiff and myself.

Replying to Mr. Russ, witness said that he was responsible for paying plaintiff, and that he had paid all that was due to him, excepting \$50.

Mr. Turner claimed costs.

His Lordship gave judgment for the defendants with costs.

A MURDER VERDICT.

SEQUEL TO BOATWOMAN'S TRAGIC DEATH.

An inquest was held at the Kowloon Magistracy yesterday, Mr. E. W. Hamilton, sitting as Coroner, concerning the death of a boatwoman who was found tied to an anchor in the harbour at Wan-chai on February 8th. The body was found by a boatman, and a report was immediately made to the police.

Dr. J. T. Smalley who made a post-mortem examination said that there were traces of six wounds on the deceased's skull, which had been caused by a blunt instrument. Death was due to hemorrhage consequent on these wounds, which were serious enough to cause the death of any average person. There was no trace of drowning, and he was of the opinion that the body was thrown into the water after life was extinct.

Evidence was given to the effect that the woman was seen to take three men as passengers in her sampan on February 7th and she had not been seen alive since. The sampan was found unoccupied near the Praya wall.

A verdict of murder against some person or persons unknown was returned.

SIGNALING PRACTICE.

BY WARSHIPS AND MERCHANT VESSELS.

The quarterly returns of H.M. ships upon signalling practice with merchant vessels during the quarter ending September 30th, 1925, shows a great improvement over previous reports. The total number of successful exercises was 2,627, as compared with 1,139, 1,648, and 1,589 for the three preceding quarters. This was largely due to the good showing made by vessels on the China Station, the first five places in order of merit being occupied by the *Despatch*, *Diomedes*, *Blubbell*, *Hawkins* and *Titanica*, all of this squadron. The *Despatch* had a total of 287 successful exercises, whereas the top ships three months and six months ago had only 127 and 107 respectively. There were altogether 38 failures to establish communication, as against 32 last time, when the total exercises numbered little more than half.

On the mercantile side, the ships of the Indo-China Steam Navigation Co., Ltd., have regained first place in order of merit, with 180 exercises, more than double the number made by the Ellerman Line ships when they topped the last return. The Ellerman Lines on this occasion came second, with 145 exercises; and the China Steam Navigation Co., Ltd., third, with 129. The P. and O. Co., which was second last time, now takes fourth position, with 116.

CONSPIRACY CHARGE FAILS.

CASE FOR PROSECUTION COLLAPSES.

A case of alleged conspiracy, at the Central Magistracy yesterday afternoon, collapsed before the evidence of the prosecution had been completed, the police officer in charge of the case stating that it was useless to call further witnesses as the witness on whom he had largely relied to secure a conviction had told a different story in the witness box than that he told to the police previously.

The case referred to was one in which Shuen Hui Wo and Chiu Suk Ng, the latter manager of the Tai Hing shop, Wing Lok Street, were charged with others not in custody with, on February 10th, 1926, and on divers dates before unlawfully, fraudulently and deceitfully conspiring, to cheat and defraud the Hau Cheung piece goods shop, of a Lyndhurst Terrace, of six rolls of woollen cloth, valued at \$950.

The first defendant was represented by Mr. Armstrong and Mr. D. McCallum appeared for the second man.

Evidence was given to the effect that the goods were delivered to the Tai Hing shop, where the manager denied that he had ordered any and refused to pay for them. The goods were then taken to a prospective purchaser, who returned them as he could not find money to pay. On the way back to the shop, the foki who was carrying the cloth met a representative of the firm to which it belonged, who had already reported the matter to the police and had had the first defendant arrested.

From further evidence it appeared that first defendant had simply instructed a Chinese club "boy" to follow another man to regain some loaned money, and apparently had nothing to do with the purchase of cloth.

It was after the evidence regarding the following of this man to get back some loaned money that the case for the prosecution broke down, the detective in charge stating that the club "boy" had given a different story in Court to the one he had told the police, and therefore he did not consider it worth while calling further evidence as it was on this witness he had mainly relied for a conviction.

The magistrate (Major C. Willson) discharged both defendants.

A LOVER'S BARGAIN.

A CHINESE GIRL AND HER DON JUAN.

At the Central Magistracy yesterday, a Chinese was charged with the theft of \$1.15. It was alleged that the money had been handed to him by his fiancée who had stolen it from her foster-mother's cash-box. The girl was charged with the theft last December and had been bound over.

Her lover had disappeared, but on Wednesday, the girl saw him near Wellington Barracks, and followed him unobserved, until he was seen to enter No. 18, Tai Wo Street. She hurried home and informed her foster-mother, who, in turn, informed the police, and defendant was arrested.

The girl's foster-mother said, in evidence yesterday, that she gave him \$500 following her daughter's betrothal to him.

The girl said that he obtained \$300 by saying he wanted the money to pay for medical attendance. Two days later he induced her to give him another \$500, this being said to be for securing a commission in the Canton army. A request for the remaining \$115 followed, the reason being that the defendant wanted the money for travelling expenses to Canton. Pressed as to the real reason for giving defendant the money, the girl said that defendant promised to marry her and she believed his promises to return the money for replacement in the box without the foster-mother knowing anything about it. The case was adjourned until to-morrow for a relative of the defendant to be called.

HOCKEY CLUB DINNER.

LAST EVENING'S PLEASANT FUNCTION.

A private dinner was held by the members of the Hongkong Hockey Club last night at the Hongkong Volunteer Defence Corps Headquarters, there being a company of members and guests present to the number of about twenty.

Lieut.-Col. L. G. Bird, D.S.O. (President of the Club), presided, and was supported by Mr. E. J. R. Mitchell (Captain of the Club), Mr. W. Woodward (Vice-Captain) and Mr. H. Owen Hughes (Hon. Secretary). There were representatives also present from the Hockey Clubs of the Services.

The toast of "The King" was submitted by the President of the Club and Mr. Mitchell proposed the toast of "Our Guests."

Following the dinner, a very enjoyable time was spent by the company.

QUEEN'S THEATRE.

A photoplay in which thrills run rampant, opened at the Queen's Theatre yesterday, and continues there until to-morrow night. It is called "The Bridge of Sighs."

The story is by a well-known song writer, Charles K. Harris, and tells of the reckless son of a millionaire whom bitter experience and suffering made human. It is an absorbing romance enacted by Crichton Hale, Alec B. Francis, Richard Tucker, Ralph Lewis and Clifford Smith.

On Sunday there will be a complete change of programme, of which the big feature will be "Souls for Sale," a tale of Hollywood life. The picture is described as being "daring but truthful."

HIDDEN QUALITY.

WHAT IS UNDER THE SURFACE IS AS GOOD AS ON THE SURFACE.

A PIECE OF FURNITURE MAY LOOK OUTWARDLY ATTRACTIVE; IT MAY BE COVERED IN GOOD MATERIALS, THE DESIGN MAY BE SOUND—BUT IF THE OUT-OF-SIGHT FEATURES ARE NOT UP TO STANDARD, THAT PIECE LACKS QUALITY.

IT IS CLOSE ATTENTION TO THESE DETAILS THAT ENSURES EACH ITEM OF OUR PRODUCTIONS BEING UNRIVALLED IN VALUE AND CONSTRUCTION.

WHAT ARE OUT OF SIGHT ARE AS GOOD AS ON THE SURFACE.

IN UPHOLSTERY WE USE ONLY THE BEST COPPER WIRE SPRINGS, FINE HAIR STUFFINGS, AND IN WOOD WORK ONLY THE BEST OF TEAK AND HARDWOOD.

THEREFORE OUR FURNITURE AND UPHOLSTERY MEANS TO YOU DEPENDABLE HONEST GOODS AT WORTH-WHILE PRICES.

LANE, CRAWFORD, LTD.

It is essential for the future prosperity of trade in Hongkong and South China, that there should be increased co-operation between Foreign and Chinese business firms.

THE HONGKONG EVENING POST.

THE ONLY CHINESE EVENING PAPER.

is the best field for enterprising Foreign Firms who wish to make their goods known amongst Chinese Firms of the highest standing.

All information regarding Advertisements from—

THE ADVERTISING and PUBLICITY BUREAU.

Alexandra Buildings. Tel. C. 30.

A.P.B. [3038]

COLUMBIA NEW-PROCESS RECORDS

BEETHOVEN

QUARTET IN E FLAT

EIGHT PARTS—FOUR RECORDS

COMPLETE IN ART ALBUM

AT

ANDERSON'S.

[78]

W.M. POWELL, LTD.



Artistic Furniture

FOR THE Bungalow & Bijou Residence

Ask us to

have a quite talk at your convenience, show you illustrations and then quote furniture at attractive prices.

NEW ADVERTISEMENTS

LIEUT. COL. J. B. R. BACCHUS,
ROYAL ARMY PAY CORPS
(DECEASED).

NOTICE IS HEREBY GIVEN that all CLAIMS Against the Estate of the above Deceased Officer should be Forwarded Without Delay to THE PRESIDENT, COMMITTEE OF ADJUSTMENT, COMMAND PAY OFFICE, Victoria Barracks, Hongkong.

H. TREVELYAN,
Major & Bt. Lt.-Col., Royal Engineers,
PRESIDENT, COMMITTEE OF ADJUSTMENT.
[3246]

THE CHINA LIGHT & POWER
CO. (1918), LTD.

WITH Reference to the Notice to the Shareholders of this Company dated 29th December, 1925, whereby the Final Call of \$3.00 Per Share on the New Shares was made Payable on 4th March, 1926, instead of 4th January, 1926, the General Managers and Consulting Committee have decided, in view of the Conditions Prevailing at present, to Further EXTEND the Time for Payment of This Call.

NOTICE IS ACCORDINGLY HEREBY GIVEN that the Date for Payment of the FINAL CALL is POSTPONED to 4th JUNE, 1926, and that the Term of Bankers Receipts already sent to Shareholders can be used as though the Date named therein were the 4th JUNE, 1926.

For THE CHINA LIGHT & POWER CO. (1918), LTD.

General Managers,
SHEWAN, TOMES & CO.,
Hongkong, 25th February, 1926. [3244]

THE DIOCESAN BOYS' SCHOOL,
HONGKONG.

NEXT TERM will begin on MONDAY, 5th (Not March 1st) in the NEW BUILDING at Kowloon.

The Term of One Week's Work will be made Good Later in the Year.

SCHOOL HOURS.—The same as Last Term, that is No School on Saturdays. On Wednesdays School finishes at 1.30 P.M. The Term Hours on the Four Other Days is 1.15 to 3.5 P.M.

Day Boys can get Tiffin either from the School Cook or from the School Tuck Shop (Messrs. SHU KEE & CO.).

Accommodation is Provided for Boys who bring their Own Tiffin.

MONTHLY FERRY, BUS (To Ho Mui Tin) AND TRAIN TICKETS (To YAMATU Station) can be obtained direct from the Companies Concerned or Scholars can pay as they go.

At the End of March, if the School can guarantee a certain Number of Tickets, Cheaper Monthly Tickets can be arranged by Motor Bus.

The SCHOOL ADDRESS is—THE DIOCESAN BOYS' SCHOOL, P.O. Box 33, Hongkong.

The New TELEPHONE NUMBER From March 5th will be KOWLOON 777.

Rev. W. T. FEATHERSTONE, M.A. (Oxon),
Headmaster. [3245]

CYMEITHAS DEWI SANT
(HONGKONG).

OWING to Circumstances over which the Committee have no control, it has been decided Not to Hold the Annual Dinner This Year. Members are Requested to Meet at the CENOTAPH, as Requested in the Former Notice, at 10.50 A.M.

For THE COMMITTEE,
DAVID E. EVANS,
Hon. Secretary.

NOTICE.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

SIXTH ANNUAL DINNER.

THE SIXTH ANNUAL RE-UNION DINNER of the ASSOCIATION, accompanied by A CONCEIT, will take place on SATURDAY, 13th of MARCH, 1926, at 8 P.M., in the HALL of QUEEN'S COLLEGE. To Encourage Attendance, The General Committee have fixed a Minimum Charge of \$3.00 (Wines Inclusive), but Members are Requested to make, if possible, An Extra Contribution to Defray the Expenses of the Entertainment. The Number of Guests is Limited to Fifty and Applications for their Accommodation should be made to the Under-Signed. All Subscriptions are to be forwarded to the Hon. Treasurer, LAI MU TO, Esq., at the ORIENTAL COMMERCIAL CO., Bank of Canton Building.

By Order of the General Committee,
C. G. ANDERSON,
Hon. Secretary.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG,
COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED
FOR EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
& LONDON.

THE Steamship

"NAGPORE"

carrying His Majesty's Mail, will be despatched from this Port at Noon, on THURSDAY, 4th MARCH, 1926, taking Cargo for the above Ports.

Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at this Office until 5 P.M. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACLENNAN & CO.,
Agents.
Hongkong, 25th February, 1926. [3233]

INTIMATIONS

RACE HOLIDAYS.

THE EXCHANGE BANKS will OPEN for the TRANSACTION of PUBLIC BUSINESS at 9.30 A.M., on MONDAY, TUESDAY and WEDNESDAY, the 1st, 2nd and 3rd Proximo, and CLOSE at 12 Noon.

Hongkong, 24th February, 1926. [3240]

NOTICE.

CHANGE OF ADDRESS.

THE HONGKONG TELEPHONE COMPANY, LIMITED. Herewith Give NOTICE that On and After MARCH 1st, 1926, their Registered Office will be at No. 17, QUEEN'S ROAD CENTRAL. All Business Communications should be so Addressed.

A. L. TERRY,
Secretary.
Dated February 22nd, 1926. [3235]

HONGKONG & SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at GRYE Bldg., Hongkong, on SATURDAY, the 27th FEBRUARY, 1926, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1925.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 15th FEBRUARY, to SATURDAY, the 27th FEBRUARY, 1926 (both days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Court of Directors,
A. H. BARLOW,
Chief Manager.
Hongkong, 8th February, 1926. [3160]

UNION WATERBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY FIRST ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & COMPANY, LIMITED, on THURSDAY, the 4th MARCH, 1926, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th FEBRUARY to 4th MARCH, 1926, Both Dates Inclusive.

DODWELL & CO., LTD.,
General Managers. [3204]

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY GENERAL MEETING will be held at the Company's Offices, P. & O. BUILDING, on FRIDAY, 12th MARCH, 1926, at 11 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1925, and electing Directors and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 1st MARCH to 12th MARCH, 1926, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 23rd February, 1926. [3231]

GREEN ISLAND CEMENT CO.,
LIMITED.

THE THIRTY SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Offices of the Company, St. George's BUILDING, Chater Road, Victoria, Hongkong, on WEDNESDAY, 17th MARCH, 1926, at 11 o'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1925, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 3rd MARCH, 1926, until WEDNESDAY, 17th MARCH, 1926, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

NOTICE.
UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

CERTIFICATE No. 3461 for 35 Shares, 4875 4875 in this Society standing in the Joint Names of HARRY CLABURN PEARCE and JOHN HERMANN TEESDALE, both of Shanghai, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Certificate be not forthcoming the said Certificate will be deemed CANCELLED and of No Effect, and A NEW Certificate for the 35 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 23rd February, 1926. [3233]

WELL Known Firm of British Importers long established in Hongkong and Canton. Requires Thoroughly Competent COMPTROLLER for Hongkong At Once. Satisfactory Negotiable Security will be Required.—Reply: H. I. General Post Office, Hongkong. [3226]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

TICKETS of ADMISSION to the Public Enclosure may be obtained from Messrs. KELLY & WALSH or at the GATE. Price—\$3 Per Day. Soldiers and Sailors in Uniform—\$1 Per Day. No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS,
Treasurers. [3192]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

MEMBERS have the privilege of introducing Two Non-members to the Members Enclosure. A Limited Number of Tickets are available and may be obtained from Messrs. LINSTEAD & DAVIS, Alexandra Buildings, on or before SATURDAY FEBRUARY 27th, 1926. Price—\$10 Per Day or \$30 for the Meeting.

LINSTEAD & DAVIS,
Treasurers. [3189]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

THE Stewards request the pleasure of the Presence of the Ladies at The Races.

[3190]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

PASSES for SERVANTS will be Issued on Application to Messrs. LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. No Servants will be allowed inside the Enclosure of the RACE COURSE during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in Attendance on their Employers or when On Duty at the Various Stands.

Any Persons found loitering about with Servants' Passes in their possession will forfeit them and holders will be Removed from the Enclosure.

C. B. BROWN,
Secretary. [3191]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

MEMBERS' BADGES of ADMISSION are Now Ready and may be obtained by those Members who have not already received them, from Messrs. LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. Members are Reminded that these Badges will also Admit them to All THE EXTRA RACE MEETINGS This Year.

C. B. BROWN,
Secretary. [3193]

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING 1926.

SEVENTH RACE—THIRD DAY:

THE UNITED SERVICES CUP.

POST ENTRIES will be Accepted for This Race.

By Order,
C. B. BROWN,
Secretary. [3224]

CAFE WISEMAN

ARE SUPPLYING

TIFFINS AND TEAS

AT THE

JOCKEY CLUB STAND

[FOR MEMBERS

AND AT NO. 11 STAND

FOR NON-MEMBERS

DURING THE RACE

MEETING.

TABLES MAY BE BOOKED.

[3224]

NORTH CHINA INSURANCE CO.,
LIMITED.

SCRIP LOST.

SCRIP CERTIFICATE of SIX SHARES Numbered 6855 to 6860 registered at the Head Office in the Name of WING SUN SUN has been Declared to be LOST or MISLAIN, and Application having been made to the Court of Directors for a Duplicate, NOTICE IS HEREBY GIVEN that unless the said Certificate be presented, or any objection lodged at the Offices of the Company in Shanghai on or before the 3rd MARCH, 1926, a New Certificate will be issued.

By Order of Court of Directors,
C. M. G. BURNIE,
General Manager.
Shanghai, 3rd February, 1926. [3188]

INTIMATION

Seasonable Remedies and
Preventives

WATSON'S

PECTORAL

COUGH BALSAM

For Coughs, Colds and Bronchitis

in bottles \$1.00 and \$1.75.

MARTIN'S

INFLUENZA

MIXTURE

FOR

Cold in the Head and Catarrh

\$1.00 per bottle.

WATSON'S ANTI-

SEPTIC THROAT

PASTILLES

FOR

Relaxed and Sore Throat,

50 cents per tin.

WATSON'S

EU-PIN INHALANT

FOR

Cold in the Head, &c.

50 cents per bottle.

A. S. WATSON

& CO., LTD.

ESTABLISHED 81 YEARS.

[50]

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, FEBRUARY 26TH, 1926.

KOWLOON'S TRAFFIC PROBLEM.

SIR EDWARD STUBBS, in a Budget speech, towards the end of 1923, remarked that the great demand which had sprung up in connection with the motorbus service then recently established at Kowloon afforded proof, if any were needed, of "the necessity for finding an early solution for the traffic problem in Kowloon."

More than two years have passed and it cannot be said that this solution has yet been found. It will be seen that important references were made to this subject in the speech which the Chairman of the Hongkong Tramways, Ltd., delivered yesterday at the annual general meeting of shareholders, and we commend the speech to the attention of all who are interested—and who is not—in urban passenger transportation.

Viscount ROTHERMERE recently, in a striking article entitled "Through Power to Prosperity," said "Britain must electrify or perish." Mr. BRANARD does not say Kowloon must electrify or perish, but he certainly advances arguments in favour of electric traction which appear irrefutable.

The Peak Tramway Co. is about to scrap its small steam station in favour of electricity, and it is not in dispute that where there is a cheap and abundant supply of electricity small units like steam or petrol plants are quite unable to compete with the electric motor for low cost, silence or reliability. To these we might add, cleanliness and lack of smell. But electric tramways as we know them (i.e., excluding the conduit system) require overhead trolley wires, and these many people regard as a disfigurement.

This consideration, however, ought not to weigh when much more important

features, such as safety or low cost of operation (permitting lower fares), might be jeopardised by setting too much store by aesthetic niceties. From the point of view of the motorist, both trams and buses are an unmitigated nuisance, but what a Government has to consider is the greatest good of the greatest number.

If the petrol bus be ruled out, there appear to be three types of electric traction open to Kowloon, viz.: ordinary trams, separate track trams, and railless trolley vehicles. Mr. BRANARD expressed his conviction that where the roads are sufficiently wide the independent sleeper track system is undoubtedly the best.

We do not recollect having seen this system advised for Kowloon before, but it strikes us as one which should be thoroughly investigated by the Government before any final step is taken regarding Kowloon. It is claimed that the sleeper track system is silent, and presumably this is because of a resilient road-bed, i.e., wooden sleepers with rails laid direct thereon with no concrete or paving. We assume that what is in mind is not a service of miniature trams such as we see running on such tracks at certain other towns in the Far East. If a system involving rails is decided upon we should, and must, have a standard 4ft. 6in. gauge, so as to permit of larger tram-car. There is some excuse for the 3ft. 6in. gauge in Hongkong, but there is no such excuse in the wide thoroughfares of Kowloon.

A certain amount of prejudice against trams exists in every town, but it has seemed that the Government long ago made up its mind that trams were needed in Kowloon, and only the absence of what was deemed a suitable tender from and source whatever accounts for the fact that Kowloon does not already possess trams. It seems to us that there is a good deal in the noiseless sleeper track idea to recommend it. We must not adopt the attitude that relative capital costs and operating costs of the various forms of transport are no concern of the passenger. They are. Unless the operators can earn enough to provide adequate return on capital outlay and put aside sufficient funds against obsolescence and development the undertaking is going to be starved and the passenger in the long run is going to suffer. This is what is happening in Kowloon to-day.

The cheapest type of bus is being used in order to limit capital expenditure to a figure where a reasonable return is possible. But there is not room for three companies, and whilst none of them are making sufficient profit for development no improvement can be looked for without unified and co-ordinated control, whatever system of passenger transport is ultimately decided on by the Government.

A seaplane from H.M.S. *Vindictive* was flying over the City and Harbour yesterday morning.

Opium to the value of \$30,000 was seized on the steamer *Luking*, on her arrival at Singapore from China last week.

A Chinese was fined \$100 at the Kowloon Magistracy yesterday, for failing to comply with the notices of the Sanitary Board.

The *Jules Mitchell*, the flagship of the French Squadron on the China Station, arrived in port yesterday morning. The usual salutes were exchanged.

It is announced in our advertisement columns that the sixth annual re-union dinner of the Queen's College Old Boys' Association is to take place on March 13th.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, a Chinese merchant was fined \$15 for trying to export \$1,200 out of the Colony.

Dr. Otto Deber, the first post-war Consul-General for Germany in British Malaya, with headquarters at Singapore, has installed his office in the Union Building, Collyer Quay.

A collision between a tram-car and a motor lorry took place on Wednesday on the Shaikwan Road, near the Taikeo Sugar Refinery. The front part of the lorry was smashed, but no one was injured.

The Home letters via Negapatam are due a day earlier than originally announced, and should arrive to-day on the *a.s. Derfflinger* instead of on Saturday, the first date given. Papers from London, of the same date as the letters (January 25th) are due via the same route to-morrow by the *a.s. Van Overstraten*.

A marriage has been arranged and will take place early in May between Surgeon Commander G. P. Ashwood, R.N., of the Royal Naval Hospital, Hongkong, and Miss Olive Orme, of the Hongkong Education Department.

A successful fancy dress carnival dance was held under the auspices of the Dockyard Recreation Club, at the R.E. Theatre, Wellington Barracks last night. The orchestra of H.M.S. *Titanic* contributed the dance music.

The funeral of Mr. Jose Francisco de Assis Barros, who died at his residence, No. 2, Coronation Road, Kowloon, on Wednesday evening, took place at Happy Valley Cemetery last evening, there being many friends of deceased present.

A Chinese was sentenced to three months' hard labour by Major C. Willson at the Central Magistracy yesterday for stealing tools from motor-cars in Statue Square. The complainants were Mr. W. O. Lambert and Mr. T. E. Jackson.

The new fire float for Hongkong, which has greater potentialities than the latest of the additions to London's floating equipment, will be in commission shortly. The float will be capable of delivering 4,000 gallons of water per minute through two lines.

Dr. J. M. Henry, president of the Canton Christian College, who was in Shanghai last week attending the Conference of Higher Education in China, arrived at Hongkong on Wednesday, and returned to Canton by train yesterday afternoon.

Before Mr. Lindsay at the Central Magistracy yesterday afternoon, a Chinese was fined \$100 with the alternative of six weeks' hard labour, for being concerned in the printing of a document relating to a secret society, without the authority of the Secretary for Chinese Affairs.

An amended agenda of to-day's meeting of the Legislative Council includes the following motion by the Attorney-General:—"Resolved that it is desirable that legislation be introduced, as a temporary measure of relief, in order to enable refunds of rates to be made in respect of vacant portions of tenements in certain cases."

Dr. J. H. Gray, secretary in charge of physical training in the National Committee of the Y.M.C.A. in China, with an office at Shanghai, is in Hongkong, and is shortly going to Canton to promote interest in the coming national athletic meet of China in September next. Canton may be the place of meeting this year, provided, of course, that conditions there make such a gathering possible.

Mr. Allan A. Hunter, travelling secretary of the Fellowship of Youth, passed through Hongkong yesterday on his way to Canton from New York. Mr. Hunter's mission to China is to interest students in the higher schools of one country in correspond with those of another in order to discuss problems of mutual interest and to promote international friendship through the young peoples of different nationalities knowing one another better.

Two Chinese died in hospital on Wednesday night as the result of a house collapse which occurred in Cheungshan. The house which was a small one, collapsed suddenly, burying all the inmates. One man extricated himself, but the other four occupants were not so fortunate. The victims were exonerated by members of the Kowloon Fire Brigade. The two survivors are considered to be in a serious condition. The collapse is attributed to the recent rains.

A well attended musicale was held at the Helena May Institute yesterday evening, when Mrs. William Koster, Mrs. H. Balcan, Mrs. A. Morley Horder, and Mrs. Lewis Davis, contributed to a delightful programme. Mrs. Koster sang "Mirajahan" (Strickland) and "Serenade" (Tosti), and Mrs. H. Balcan rendered "Legende" (Wienawsky) and "Selected" (Schumann).

The two Grandchildren (Squire) whilst Mrs. Davis gave "Homing" (Theresa del Biego) and "Summering" (Ward Stephens).

The Amateur Dramatic Club of the Chinese Y.M.C.A., 70-71, Bridges Street, Hongkong, will make its formal debut before an invited public this evening, at 7.30 o'clock, to be followed by another performance the next evening. The Club has been in existence for more than two years, and has assisted the funds of a number of charitable and Church organizations. Lately its talents have been much strengthened and, through their friends, the members have been able to add new stage scenery to their club property. The work of the last two years has earned for the Club a place in the Association and the Chinese community, and its appearance this evening will be greeted by a host of well-wishers. Mr. Hin Wong, formerly chairman of the Board of Work Committee of the Canton Y.M.C.A. and Scott Commissioner for Kwangtung, has kindly consented to open the proceedings this evening.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory stated:—

"Pressure has decreased considerably over Central China and slightly along the Coast. It has increased moderately over Japan and is nearly stationary over the Philippines. A depression is still shown to the North-east of Hokkaido.

CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

GEBEL AULIA DAM.
CONSTRUCTION TO START
FORTHWITH.

RUGBY, February 25th.

It is reported that the construction of the Gebel Aulia Dam, on the White Nile is to be proceeded with forthwith. The proposed new dam will assure to Egypt a constant supply of water for irrigation in the summer.

The recently opened Makwar Dam, designed more for irrigating the Gezira Blain in the Soudan with flood water of the Nile, which was hitherto wasted, is sister dam of the Gebel Aulia, which will release about the same quantity of water for Egyptian irrigation work.

It is anticipated that the amount spent on the new works will amount to about £20,000,000, but subsidiary projects in connection with the scheme will probably result in an ultimate total expenditure of nearly double that amount. It is stated that the immediate construction work contemplated, for which tenders will be invited next month, will take about three years to complete.

RESEARCH WORK.

ANONYMOUS DONATION TO BE
USED FOR SALARIES.

RUGBY, February 25th.

A recent anonymous donation of £20,000 to the London Hospital for the endowment of research into the causes of disease will, it is understood, be devoted to paying salaries to the research workers so that men and women may have more opportunity of taking up research as a life work, and not simply as a stoppage until some more lucrative branch of medicine is opened to them.

VICEROY OF INDIA.

TO HAND OVER HIS DUTIES IN
APRIL.

RUGBY, February 25th.

Lord Reading, Viceroy of India, will hand over the duties of his office to his successor, Lord Irwin, on April 3rd, which will be the fifth anniversary of his assumption of the office.

"REDS" NOT WANTED.

GLASGOW TRADES COUNCIL'S
DECISION.

RUGBY, February 25th.

The Glasgow Trades' Council, by a great majority, confirmed the decision of the recent Liverpool Conference to exclude Communists from the Labour Party. Barely 80,000 participated in the plebiscite.

GIFT TO LABOUR PARTY.

COUNTESS'S MANSION TO BE
TRADE UNION COLLEGE.

RUGBY, February 24th.

The Countess of Warwick, who has long been associated with the Labour movement, to-day handed over Easton Lodge, her country house in Essex, with 900 acres of land, to the Labour Party, for use as a Trade Union College. In thanking the Countess, the Party declared that her magnificent gift would be devoted to the progress and development of the Trade Union movement on educational lines.

JEWS AND PALESTINE.

IMMIGRATION FIGURES FOR THE
PAST YEAR.

RUGBY, February 24th.

It is officially stated that 33,500 Jews, men, women and children, entered Palestine as immigrants during the twelve months ended 31st December. Jews numbering 2,140 emigrated from Palestine during the same period, so that the net increase of Jewish population by immigration was 31,360.

COMMUNIST ACTIVITY.

ENGLAND NOT PROFITABLE FIELD
FOR "RED" PROPAGANDA.

RUGBY, February 24th.

Sir Austen Chamberlain's attention was drawn to the House of Commons to a speech made by Mr. Zinoviev at the recent Communist International Conference in which Mr. Zinoviev urged the intensification of Communist activities in this country with the object of promoting the revolutionary overthrow of the present constitutional system of government.

Sir Austen Chamberlain said he did not gather that Mr. Zinoviev's animosity at the existing organisation of society in this country was any stronger than his dislike for conditions prevailing in all other civilised countries, nor could he bring himself readily to believe that our people afforded a favourable field for propaganda of this character.

THE BANKNOTE FORGERIES.

The report of the Parliamentary Committee investigating the forgeries scandal has concluded that regarding the political aspect of the affair neither the Government, nor any member of the National Assembly was in any way connected with the crime, which the Government has done its utmost to clear up.

[THROUGH REUTER'S AGENCY.]

THE LEAGUE CRISIS.

PROPOSAL TO INCREASE SEATS
RAISES STORM.

LONDON, February 24th.

Asked in the House of Commons if an extension of the membership of the Council of the League beyond Germany's was discussed at Locarno, Sir Austen Chamberlain replied in the negative. He said that the Powers represented at Locarno who were members of the Council had already expressed their willingness to support the election of Germany to a permanent seat but there was no question raised as regards the claims of other Powers. "I never heard," it suggested then or earlier that the agreement to support Germany implied an agreement to oppose every other change."

NO COURSE OF ACTION DECIDED ON.

LONDON, February 23rd.

In the House of Commons, Mr. Arthur Ponsonby (Labour) asked whether Sir Austen Chamberlain was able to inform the House of the attitude he had been instructed to adopt at the forthcoming meeting of the Council of the League of Nations on the subject of the further increase of the permanent membership of the Council beyond the admission of Germany.

Sir Austen Chamberlain replied that the Government had not yet decided on its course of action. He denied that an extraordinary session of the Council of the League had been called to deal exclusively with the question of the admission of Germany.

GERMAN CONSTERNATION.

BERLIN, February 24th.

Nothing short of consternation describes the Berlin press reception of Sir Austen Chamberlain's speech, from which they deduce the certainty that Britain will support the French argument at Geneva, and emphatically assert that if Dr. Luther and Dr. Stresemann are confronted with a fait accompli in the form of an extended Council, Germany should unhesitatingly withdraw its application for admittance to the League.

According to several papers which are anticipating "dramatic incidents" at Geneva, Germany would not object to discussing the question of enlargement after she is a member of the Council as at present constituted, but she would strongly object to entering a different council from that which existed when she applied for membership.

The *Tangliche Rundschau*, which is generally Dr. Stresemann's mouthpiece, says that France and Britain can do as they like, but if they persist in their intention of extending the Council they will have to dispense with Germany's participation.

On the contrary, Government circles in no wise betray similar perturbation, and are credited with being confident that everything will proceed smoothly, that Germany alone will be given a seat on the Council and that further reconstruction will not be settled before the September session, when Germany is ready to discuss the question in the spirit of conciliation.

WHAT THE LORDS THINK.

LONDON, February 24th.

In the House of Lords a motion by Lord Parmoor that on the occasion of the admission of Germany to the League Council it was undesirable to raise the question of the general reconstitution of the Council or further increase its members, furnished an occasion for plain speaking on the League issue.

Lord Parmoor reiterated the danger of creating the impression that the reconstitution of the Council was dictated by the necessity of grouping the Powers and balancing rival interests, and declared he had read Sir Austen Chamberlain's speech yesterday apprehensively. He opined it was unfair to the other members of the League to raise a matter of such importance at present and the question should first be raised in the Assembly for public and open discussion.

Lord Phillimore, strongly opposing the increase, said that the Council must not become the cockpit of rival interests and said he was much struck by an article in a South African newspaper saying that if it became the cockpit the only thing to do was to keep out from it altogether.

Viscount Cecil replying, said he did not desire to say much at the present stage, but it was a mistake to think that the admission of Germany had raised this question. It was much truer to say that the question had been postponed because it was felt that when Germany entered that would be the proper time to deal with the question which had constantly been raised earlier. The Government did not desire to deprive Parliament of the right to express its views, and moreover, the British delegates ought to go to Geneva with instructions. Nevertheless, they should be given a certain liberty of action to debate the matter honestly and fairly with other States. He said the question would not be raised at all it would be raised by others, and Britain cannot tell her co-members that they had no right to raise a question which they were perfectly justified in raising.

He agreed that the balancing of rival interests would be disastrous to the Council and assured the House that no action of the British Government would be dictated by distrust or suspicion of any nation. He deprecated the kind of language used in some countries regarding what would happen if this or that were not done. "That is no way to approach League problems," he appealed to the House not to tie the Government's hands.

Lord Parmoor then withdrew his motion.

[BRITISH PRESS OPINION.]

"A menacing cloud in the Locarno Sky."—"Plot to gerrymander the League."—"A Perilous Experiment." these are among the captions of the oppositionist Press which is up in arms against Sir Austen Chamberlain's speech at Birmingham, and which hopes that Parliament will take the matter in hand, and say "no" to the Foreign Secretary.

With the exception of the *Daily Express*, which joins in the chorus of the opposition, the Conservative press is strangely silent. The taunt that the Foreign Secretary has walked into the French spider's parlour with the confidence of the silly fry, is mingled with accusations that France is attempting to convert the League into an instrument for French policy.

It is noteworthy that the opposition is not directed against the policy of enlarging the Council, but against the enlargement being simultaneous with Germany's admittance. The need for enlarging the Council is scarcely contended.

SPEECH "INJURIOUS TO THE LEAGUE."

LATER.

The *Manchester Guardian* fears that Sir Austen Chamberlain's speech may well prove to be the most injurious to the League and is the most pernicious in its effect upon European relations that any British politician has delivered since the League was formed.

It is all very well for the Foreign Secretary to talk in abstract about the enlargement of the Council, but he must know well if this is done it must be by the inclusion of Poland, and to secure Poland's entry it may be necessary to square Spain and Brazil.

The paper does not consider that Poland, in particular, has any claim, and its attitude to the League has not earned recognition. It points out that two seats must be reserved for the United States and Russia if they wish to enter.

IMPERIAL CONFERENCE.

THE PRIME MINISTER
QUESTIONED.

LONDON, February 24th.

Answering questions in the House of Commons, Mr. Stanley Baldwin said that the suggestion that the Imperial Conference should not be confined to representatives of the parties temporarily in office, which his predecessor had submitted to the Dominions' Prime Ministers had not been supported. For himself, he did not consider it practicable.

FRENCH FINANCES.

CHAMBER AND THE "PAYMENTS"
TAX BILL.

PARIS, February 24th.

The Senate has begun its debate on the Government's financial measures, including the provisions rejected by the Chamber of Deputies, which afford the five milliards of francs necessary to cover the Budget deficit.

The result of the Senate debate is a foregone conclusion, as the Government demands will be voted, but interest centres on the attitude of the Chamber when the Bill returns in a couple of days. The conflict will especially rage round the "payments" tax which is the cornerstone of the Government's project. Attempts at a compromise between the two Chambers have hitherto failed.

ECHO OF CATHCART CASE.

COMMONS DEBATE ON U.S.
IMMIGRATION LAWS.

LONDON, February 24th.

Sir Austen Chamberlain was spiritedly cross-examined in the House of Commons to-day at question time, on the question of reciprocity in the American and British immigration regulation. He was asked whether the Government would negotiate with a view to securing that the American Consuls would be the final authority for Britishers to enter the United States or whether the Government would consider the expediency of reprisals.

The Conservatives dwell on the need for reprisals, whereas members of the Labour Party asserted that all the trouble was due to the fact that the America Government treated rich and poor alike. There would have been no question if ordinary members of society instead of aristocrats had been concerned in the recent cases at New York.

Sir Austen Chamberlain did not think that Britain could wisely undertake to dictate to the people of the United States as regards their laws.

MAHARAJA OF INDORE.

TO COMPENSATE BRITISHERS
FOR LOSS OR DAMAGE.

BOMBAY, February 24th.

According to the *Evening News*, the Maharajah of Indore has made representations to the Viceroy suggesting that he should spend two years in England, during which the administration of the State should be handed over to a Council of Regency approved by the Indian Government.

The Maharajah is alleged to be prepared to compensate for loss or damage caused to Britishers by natives of Indore, and to hand over the military and police departments with a view to their reformation and administration by European officers approved by the Indian Government.

It will be recalled that in February last the Viceroy of India decided to appoint a Committee to investigate the Maharajah's alleged connection with the attempted abduction of the dancer Mumtaz Begum and the murder of the merchant, Bawla, in Bombay last year.

[THROUGH HAVAS AGENCY.]

ANTI-TUBERCULAR VACCINE.
INFANT WELFARE ASSURED BY
NEW INVENTION.

PARIS, February 24th.

As regards the new vaccine B.C.G., which he invented in co-operation with other physicians in the Institute Pasteur in order to preserve from tuberculous children born of tuberculous families, Dr. Calmette stated in the Academy of Medicine that out of 1,817 infants vaccinated in the second half of 1924, 7.2% had died of other than tuberculous maladies, and 0.7% of tuberculous ones; therefore it appears the vaccine safeguards at least 93% of the children who without it would have died before the first year.

[THROUGH REUTER'S AGENCY.]

THE AIR TRAGEDY.

FATAL CONTRACT WITH CINEMA-
TOGRAPH FIRM.

PARIS, February 24th.

Witnesses of Leon Callo's fatal crash at Eiffel Tower state that the pilot had made a contract with a foreign cinematograph firm to fly twice under Eiffel Tower, while a parachutist was to plunge from a second platform on the Tower after the aeroplane's second passage. A search is now being made for the cinematographer and parachutist who disappeared after the accident.

SPANISH FLIGHT.

MONTE VIDEO, February 24th. Major Franco, the Spanish airman, has arrived here from Buenos Aires.

AUSTRALIAN BUSH FIRES.

VILLAGERS TRAPPED IN RING OF
FLAMES.

MELBOURNE, February 23th.

Serious bush fires are raging in the Kinglake district, and 150 villagers of Kinglake have taken refuge. The Post Office is cut off by a ring of flames and their fate is unknown.

Rescue parties were unable to approach owing to "torchlike" trees blocking the roads.

FOOTBALL AT HOME.

RESULTS OF LEAGUE AND CUP
MATCHES.

LONDON, February 24th.

English Cup re-plays to-day resulted as follows:—

Arsenal, 2; Aston Villa, 0.
Manchester U., 2; Sunderland, 1.
[Woolwich Arsenal now have to play away at Swansea, and Manchester United have to play away against Fulham.]

The results of other matches played were:—

DIVISION I.

Bury, 2; West Brom., 0.

DIVISION III. (SOUTH).

Bournemouth, 0; Brighton, 3.

DIVISION III. (NORTH).

Chesterfield, 4; Wigan, 0.

SCOTTISH LEAGUE.

Dundee U., 2; Hearts, 3.
Hamilton, 2; Morton, 5.
Raith R., 0; Airdrie, 1.
Falkirk, 1; Rangers, 1.

SCOTTISH CUP.

In a Scottish Cup re-play match, St. Johnstone and Aberdeen again drew, there being no score.

The draw for the next round of Scottish Cup is as follows:—
Morton v. Rangers.
St. Mirren v. Airdrie.
Third Lanark v. Aberdeen or St. Johnstone.
Celtic v. Dumbarton.
These matches are to be played on March 6th.

TEST CRICKET.

M.C.C. APPOINT SELECTION
COMMITTEE.

LONDON, February 24th.

A meeting of the M.C.C. held at Lord's has selected Mr. P. F. Warner (Chairman), Mr. P. A. Perrin and Mr. A. E. R. Gilligan as the Test selections sub-committee. They will co-opt two professionals, one from the north and one from the south with full powers, and will select a Captain who will have a casting vote.

[REUTER'S AMERICAN SERVICE.]

TAX REDUCTION.

BILL APPROVED BY THE SENATE.

WASHINGTON, February 24th.

The Senate has approved by 81 votes to 10, tax reduction providing 378 million dollars for next year's taxation. The Bill now goes to the President.

THE LEVERHULME SALE.

New York, February 24th. Pewter ware, chandeliers, rugs and small pieces of furniture included amongst items in the Leverhulme sale auctioned to-day fetched a total of \$43,917. The total so far realised is now well over a million dollars.

GOLF IN AMERICA.

ANDREW COMPTON'S FINE WIN.

New York, February 24th.

At Lakeland, Andrew Compton, with a score of 225, won the Lakeland Open Ridge Championship over 72 holes. Melhorn, with 290 was second, and Gene Sarazen and Chickahawke tied for the third place with 291.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE NORTHERN WAR.

ATTACK TO BE LAUNCHED ON
TIENTSIN.

PEKING, February 25th.

A message from Tsinanfu is to the effect that finding Li Ching Lin advancing too rapidly, Chang Tsung Chang has resolved to go to the front to concentrate the Allied Forces, and then launch an attack on Tientsin.

At Nanking, although admittedly not friendly towards Chang Tung Chang, there is no indication that Sun Chuan Fang's forces are moving Northwards.

At Hangchow the Civil Governor, Hsiao Chao, proceeded to Nanking to-day for a heart to heart talk with Sun with a view to dispelling the friction which has recently arisen. The result of this meeting may have a bearing on Sun's attitude to the North.

Ichang news is that Lu Chin Shan, whom Peking recently appointed Tupan of Hopeh, went to Hankow on the 22nd inst. He will remain only a few weeks at Hankow, and does not intend to accept the Tupsanship.

From Hankow comes a report that Lu Chin Shan arrived on the 24th. Lu some months ago volunteered to join Wu Pei Fu, but Hsiao Yao Nan has not permitted his relations with Wu Pei Fu to be friendly.

Chin Yung Feng left Tsinanfu for Hankow at midnight on the 23rd via the Tsinanfu-Pukow railway. It is expected he will interview Sun Chuan Fang before going upriver.

Pi Shou Cheng, whom the Cabinet wished to appoint Tupan of Shantung, is closely co-operating with Chang Tsung Chang in movements against Tientsin.

TELEGRAPH COS. DECISION.

NO CHINESE ADMINISTRATION'S
CABLES WITHOUT CASH.

SHANGHAI, February 25th.

Reuter has received for publication the following statement regarding the Great Northern, Eastern Extension and Commercial Pacific Cable Companies: "For a prolonged time the Chinese Telegraph Administration's indebtedness to the Great Northern, Eastern Extension and Commercial Pacific Companies has been steadily increasing, owing to the Administration's failure to pay a full cable charges for telegrams handed in at the China Inland Telegraph Office, and this has now reached a considerable amount. These charges are collected from public companies on their behalf, and not only include the proportions due to the Companies, but proportions due to other companies of the Administration taking part in the transmission of such telegrams."

These latter proportions are promptly paid by the said companies out of their own revenues. Although the companies have made every endeavour to come to some satisfactory arrangement with the Chinese Administration, so as to prevent any further increase of indebtedness, all efforts have failed, and as the Administration, at Shanghai lately, have been unable to settle their accounts with the companies, the latter have been reluctantly compelled, as from midnight on Wednesday, to refuse to accept further telegrams from the Administration, except Government telegrams, unless accompanied by cash.

The inland places affected by this step are the offices at Chekiang, Kiangsu and other Yangtze provinces.

POWERS AND CHINA.

SUGGESTION OF ARMED
INTERVENTION DENIED.

LONDON, February 24th.

In the House of Commons, Sir Austen Chamberlain replied in the negative to a question whether there had been a conference by cable between London, Washington, Paris, Tokyo and Rome with regard to a suggestion for armed intervention in China.

[We presume the question was suggested by a "bulletin" issued recently by the Chinese Information Bureau, whose address is given as 65, Belgrave Road, London S.W. The bulletin is headed "British Plans for Intervention in China." But this precious document suggests that the idea is to dominate China by British forces alone. The "bulletin" is so obviously mendacious from beginning to end that it can only mislead people who are utterly unacquainted with conditions in the Far East. The nominal director of the service is a Chinese, a Mr. Li, but the *Peking Daily News*, owned and run by Chinese, but printed in England recently stated that "the real Director is none other than Cecil L'Estrange Malone, formerly a member of the British House of Commons and now an ardent propagandist for the new imperialists of Moscow." Enough said.—Ed.]

THE SINGAPORE BASE.

NAVAL ECONOMIES NOT TO STOP
WORK.

LONDON, February 24th.

In the House of Commons, Major L. Hore-Belisha (Cons.) asked whether in view of the economies made in the strength of the fleet if it was still proposed to continue with the expenditure on the Singapore base.

The Rt. Hon. Mr. W. C. Bridgman, First Lord of the Admiralty, replied in the affirmative.

(Continued on next column.)

LOCAL RACING NOTES.

FURTHER LIGHT SHED UPON
COMING EVENTS.

[BY ARGUS.]

Those who, braved the elements yesterday morning, to stand shivering along the rails at the Happy Valley race-course during the training, were rewarded by witnessing some instructive gallops.

Pretty Polly, said to be the chief hope of the Toog and Priestley stables, was sent 1½ miles at a useful pace. The mare covered the distance in 43.3; 1.16.3-5; 1.51.1-5; 2.25; 2.37.3-5; last quarter 32.3-4.

It was noticeable that her pilot, Mr. Sokoloff, went very wide at the bends so as to take as much strain as possible off the mare's forelegs. She pulled up sound and, if fancy, will be fairly fit when Monday arrives.

The best gallop of the morning stands to the credit of Lady Love. This little mare, ridden by Mr. Haimovich, covered the 1½ miles in 38.4-5; 1.09; 1.46; 2.13; 2.49.2-5 (last quarter 31.2-3). Her stable companion, Prince Charming acted as pace-maker for the first half-mile, while Conquistador brought her along for the last quarter. She finished very gamely and has already hardened in the Derby quotations. I cannot, however, fancy her chance of winning this event.

Local Option, with Mr. Maitland up, went a similar distance in 25.3-5, last quarter 31. Grey Knight's time for the last mile of the 1½ was 24.2-3; last quarter 32.

Invader was sent one mile, his time for the last six furlongs being 1.46.1-5, last quarter 32.3-5.

Salina (Mr. Pollock) did 1½ miles in 28.1-5, last quarter 30.4-5. Grey Morn, for the same distance took 25.7-4-5, last quarter 32.5-5.

Home Call was sent six furlongs in 1.38.2-5, last quarter 32.

Total Abstinence (Lt.-Col. Thompson) was another at long distance work, covering the 1½ miles in 39.1.13; 1.47.4-5; 2.31; 2.53.1-5, last quarter 31.1-5.

Mrs. Paterson's subscription, *Prize* Dobbin, was sent a mile, ridden by Mr. Haimovich. He covered the distance in 31.2-5; 1.03.2-5; 1.44.1-5; 2.16. This pony, as noted before, is worth following whenever he starts.

"OUT FOR THE MONEY."

Shortly after 8 a.m., a large crowd was seen around one of the local Dick Dunns, accepting all sorts of fancy prices about Barley Grass, Blue Grass, Formidable Racehorse, Dragon River, Jade River and Lotus River, who were sent out to prove their degrees of lack of speed over the four furlong course.

Mr. E. Rock was the starter, but unfortunately, Mr. Maitland, on Blue Grass, got to the "black side" of him and obtained a flying start and won handsomely on Barley Grass (Mr. Pollock) with Lotus River (Boy up) third. The time was 31; 1.04, which only proves the winner to be the best of a poor lot of sprinters. Nevertheless they will probably all be seen out in the Wong-Nai-Chong Stakes on Monday.

BRITAIN AND CHINA.

MR. TANG SHAO YI ADVISES
MORE CORDIALITY.

Sir Percival Phillips, the special correspondent of the *Daily Mail*, who recently made a tour of investigation in China, interviewed ex-Premier Tang Shao Yi at Shanghai on December 18th. Mr. Tang Shao Yi is convinced that nothing but a surgical operation will cure China of civil war. He advocates the amputation of Peking. "Nothing but a dirty stable," he observed. "We must make a new capital and make a new start. Japan abandoned Kyoto. Australia is abandoning Melbourne. America went into the wilderness for her national home. China must follow her example." Mr. Tang Shao Yi's opinion on Great Britain's attitude was given with extreme frankness.

You ask if I think Great Britain has lost prestige in China. In the South, yes. There are a million Chinese in Hongkong whose business interests are suffering severely because of the anti-British boycott and blockade; many of the native firms are on the verge of bankruptcy. In the north I do not think that British prestige is perceptibly diminished. You still have more friends than the other nations, because of old associations.

But these can be preserved only by showing greater frankness and sympathy in dealing with the issues between us. We are tired of 'heavy diplomacy' and we resent the attitude of superiority which in some instances has become plainly offensive. If the British Government displays the necessary cordiality as well as tact I am sure the questions which have caused resentment among our people will be settled without difficulty."

RUSSIA AND CHINA.

FAVOURABLE POSITION LOST "AS
PRICE OF RISKY GAMBLE."

LONDON, February 24th.

The *Daily Telegraph* sees signs that Russia has lost the favourable position she gained in China "as the price of her risky gamble with the youthful nationalism of China, while the Powers have improved their position and gone some way towards re-establishing good faith."

The journal attributes this change partly to the gradual emergence of moderate opinion, which was stifled during the clamour of civil disturbance. It says it is now specially desirable that this moderate movement should be helped, since China's need of Western co-operation was never more acute than it is to-day.

The journal urges the Powers to spare no efforts, though it says patience is of prime importance.

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CARNIVAL NIGHT Special Dinner Dansant.

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Pans, Life Belts, Carpets, Rugs, Mats, Table
Covers, Blankets, Counterpane, Curtains,
White Tiles, Leather and Canvas Bags,
Old India Rubber, Old Leather, Old Woolen
and Linen Bags, Metal Propellers, Old Paint
Drums, Old Cork, New Canvas Cuttings, Old
Iron and Steel, Old Brass, Copper, Lead and
Zinc, Copper and Brass Tubes, Coal Scales,
Brown Jean, Wood and Iron Blocks, Lamps,
Lanterns and Gear, Gages, Old Steel Tubes,
Old Steel Wire Rope, Dirty Mineral Oil, Olive
Oil and Oil Fuel, Chain Cable and Gear, Drill-
ing and Grinding Machines, Lathes, Steam
Engines, Drills, Planes, Cutters and Dynam-
ometers, Chains, Compasses, Binnacles, Logs,
Clocks, Iron Drums and Tanks, Old Bunting,
Fire Engines, Engines and Boats Boilers,
Rigging Chain, Wire and Fibre Brushes, Glass
Tubes, Table Fans, Baths, Anvils, Forges,
Vices, Miscellaneous Tools, Ironmongery, Pro-
tective Mattresses, Filters, Air Compressors,
Sails, Nets, etc., etc.

Lots may be inspected on MONDAY,
8th MARCH, 1926.

Also Sale of OLD AND SURPLUS VICAL-
LING STORES at Kowloon
on FRIDAY, 12th MARCH,

Comprising—
Table Linen, Implements, Serge, Flannel, etc.
Remnants, Blankets, Sundry Articles of Mess
and Table Gear, (including Electric Plated
Ware), Clothing, Condensed Provisions for
Poultry Feeding, etc.

Terms of Sale:—As detailed in Cata-
logue.

LAMBERT BROTHERS,
By Appointment Auctioneers to the
Admiralty. [3214]

TO LET.

NO 51, GRANVILLE ROAD, KOW-
LOON.
Apply to—
SPANISH DOMINICAN PROCUROTOR. [3129]

TO LET.

GODOWNS IN ALEXANDRA BUILD-
INGS (Basement).
Apply—
SECRETARY,
A. B. WATSON & Co., Ltd. [3082]

FURNISHED FLAT—Midlevel, Sui-
One or Two Bedrooms. Also Excellent
Roomed HOUSE in Excellent Condition
Unfurnished. May be Let in Flats. Tel.
4630. SMALL INVESTORS.

TO LET Fully Furnished, with Staff of
Old Servants, from about APRIL 8th
for Six Months. "TAIWO" BARKER
ROAD Five Minutes from BARKER ROAD
TRAM STATION. Apply—HOLYOAK,
care HOLYOAK, BARKER & Co., Ltd. [3235]

TO LET—From April 1st, 1926, for Six
Months, Well Furnished Flat, Four
Rooms, Central District, All Modern Conven-
iences including Elevator. Apply—Box No.
155 c/o Hongkong Daily Press. [155]

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

EVENING DRESSES.

PARIS, January 18th.

The evening dresses which are designed
for a Riviera collection are always one of
its principal features. Those of this sea-
son are more original and distinctive than
they have been for a long while. One of
the most original features are the dresses
that reproduce colour schemes inspired by
the glorious tropical sunsets to be seen
in this part of the world. One model I
saw showed a wrap of gold lamé that was
lined with orange coloured chiffon, much
like the rays of the sun and the orange
that which the clouds take on at sunset.
The dress was in a lighter shade of orange
and showed touches of red that recalled
the red streaks in the sky that invariably
accompany the setting to rest of the sun.
Long sleeves were added and as these
were more voluminous than usual, a per-
fect illusion of clouds was produced. No
coloured jewels were to be worn with this
vivid colour scheme, merely a rope or two
of pearls. There were other sunset effects
carried out in grey and pink shades, less
striking, perhaps, but very becoming to
certain types.

As everywhere else now, lamé, lamé
brocade and velvet are the favourite
materials for evening wear for Riviera
nights. Very little trimming or decora-
tion is added, as dresses made of such
materials are so easily apt to look too
grand and heavy if care is not taken with
their cut, and the choice of finish that is
added. The décolletage is inclined to be
higher in front than at the back. Usually,
an evening gown that is intended for
quite "dressy" and ceremonious occa-
sions shows a neck line that is moderately
rounded out in front, and discloses quite
a distance of bare flesh at the back, either
in a V or a horseshoe type of décolletage.
Many designers add a kind of second band
that follows this line all round and is
caught with cross bands, a device that
helps considerably to fill in the gap where
it is considered too revealing. Some
women compromise by wearing a long
string, or several strings, of pearls and
knotting this at the base of the neck and
allowing the ends to hang right down
the back. In fact, a clever jeweller has
designed a pearl nocklet that fits fairly
closely round the neck and has a series
of single strands of pearls hanging per-
pendicular from the nocklet down the
back, reminding one somewhat of the fly-
nets people wear in the tropics.

The greatest vogue of all, on the
Riviera this year, are the chiffon scarves.
Never have they been so much in evidence
since they were brought back into the
fashion field a few years ago. Every
afternoon dress now has a scarf to match
it, which the wearer draws round her as
she leaves the heated atmosphere of the
casino or the theatre, and ventures
forth into the chilly air that descends on
to Côte d'Azur from the Alps behind
once the sun has dipped to rest.

Scarves must always match the dress
and hat in the matter of colour. And
if you want to be really smart, you will
add a band of two or three of the same
that trims your dress, to the ends of
your scarf. Every evening dress also has
its scarf, but, instead of matching this
in colour and design, it is nearly always
of white chiffon. All the frocks in the
pastel shades of pink and mauve, of green
and blue to which I have already referred,
are considerably set off by the addition
of a scarf in white chiffon thrown round
the shoulders. One quaint idea is to knot
the scarf at the back of the neck and let
it hang down behind.

Apart from this craze, there is little or
no change in the evening frocks being
worn, from those which figured in the
winter collection. If anything, they are
more simple than before. There is a
noted absence of elaborate ornamentation
on most of them, the majority relying for
effect on a studied simplicity of design
and the delicacy of their colouring.

There is one exception and that is the
period frocks which no longer give one
the impression of having been copied from
charming old Louis XVI. prints, but
rather as though Marie de Medici and
the dames of her time had stepped back
into the twentieth century. Whether this
style will remain, or whether it is merely
a passing vogue that will die just as soon
as the Riviera season ends, remains, of
course, to be seen; but for the moment,
these Medici period dresses are to be
seen quite a lot, mostly made up in soft
blue and mauve satins, and with quite
short, full skirts.

If evening dresses are more simple this
season, evening shoes are certainly not.
Each year they seem to become more
elaborate and more flimsy and delicate
than ever. The latest craze on the
Riviera is for shoes made of fine kid that
are hand-painted in colours to match the
frock with which they are worn. Other
charming models are fashioned of black
leather, and are decorated with gold
(Continued on next column.)

CHINESE DOCTORS IN

CONFERENCE.

TRIBUTE TO GREAT BRITAIN.

The principal subject for discussion
at the conference of the National
Medical Association of China was the
utilization of British Boxer Indemnity
money for health education in China.
In an address delivered before a meeting
of Chinese and foreign physicians and
surgeons at the Chinese Infectious
Diseases Hospital, Shanghai, last week,
Dr. F. C. Yen of Changsha delivered a
stirring address calling upon the medical
profession to interest itself in an appeal
to the British Government to use a share
of the funds available for this purpose.
Dr. Yen made the point that the
British Government was the first to give
to the cause of public health Government
recognition and, as a pioneer in this field,
the British Government might take a
keener interest in it in China. Secondly,
British prestige in this direction had
long been established in China by British
medical missionaries and by Chinese
medical men who had been educated in
Great Britain. Thirdly, among the
western nations the position of Great
Britain in China was pre-eminent in
industry and commerce. The extent and
direction of the present labour troubles
in the country could not be predicted;
but the causes of the discontent were
poverty, sickness, and premature death
caused by bad sanitation and the unhygienic
working and living conditions of the
labourers. The improvement of the health
conditions of the workers would increase
the happiness and prosperity of a large
part of the Chinese people, and would
provide the Chinese with a healthier environment.
Finally, Dr. Yen made the point that
sanitary conditions in China were
liable to bring ill health to other countries.
He referred to the proposal of the
League of Nations to classify the ports of
the Orient to prevent the spread of
epidemics, which would naturally hurt
the interests of shippers and shipping
companies. Dr. Yen recommended that
a minimum of £100,000 a year should be
devoted to public health and health
education in China.

Resolutions were passed in connection
as follows:—

1. That the National Medical Association
of China hereby expresses its
great appreciation to the British Govern-
ment and people for the return of their
share of the Boxer Indemnity and
at the same time expresses the
hope that a substantial portion of the
Fund may be allocated for the specific
purpose of promoting public health
activities in China.

2. That a copy of these resolutions be
transmitted by our officers to the re-
presentatives of the British Govern-
ment and to the people.

3. That we appoint the incoming
executive officers and the six ex-
presidents of our association as a
special committee with the power to
co-opt others to be known as a Com-
mittee for the Promotion of Public
Health in China.

4. That since Great Britain has been
a pioneer in the field of public health,
whose present leadership is attested by
the low mortality and morbidity rates,
by the development of the most modern
public health practices and govern-
ment machinery culminating in the
establishment of a Ministry of Health,
the Chinese people may confidently
look to Great Britain for guidance and
help in promoting public health in
China.

Among other speakers at the session
were Dr. J. L. Maxwell, China
Medical Association, Dr. W. W. Peter of
the Health Council, Dr. I. M. Miller of
the Shanghai branch of the China
Medical Association, Dr. H. H. Morris
of the Shanghai Medical Society, and Dr.
J. C. McCracken, dean of the St. John's
Medical School.

beige or grey corded silk, and embroidered
in discreet coloured silks with designs
to match those figuring on the particular
dress with which they are to be worn.
Stockings ever remain one or another of
the flesh tints, although there is a pro-
nounced tendency in favour of mushroom
tinted stockings for evening wear. Fancy
stockings of a more or less extravagant
and elaborate nature are to be seen from
time to time, but they are rarely worn
by women whose taste in dress is to be
accepted as faultless, and inevitably one
knows they must give place to the flesh-
coloured stocking of fine mesh.

THE BROAD-BRIMMED HAT.
There has been a decided effort to
popularise the broad-brimmed hat, but so
far, only a comparatively few models have
been seen. For one thing, it is so im-
possible to dance in a broad-brimmed hat,
and, as no woman who was able to afford
to spend the winter on the Riviera would
consider her holiday complete and satis-
factory unless she had been able to dance
away most of it in a casino or hotel win-
ter garden, the broad-brimmed hat re-
mains taboo. I heard about one girl who
solved the problem by wearing a hat with
a broad brim, but turned this right back
from her face each time she stood up to
dance, so that she enjoyed what shade it
had to offer when outside, and yet pre-
vented it from proving awkward to her-
self (or her partner when dancing).

An innovation, if such a slight change
can be called by such an important name,
is the hat that is turned up at the side.
Hats of all descriptions have been turned
up either at the back or front, or both
for so long now, that the sight of a hat
turned up at the side is sure to appear
in the light of a novelty, and many models
of this type are to be seen taking the
air along the Promenade des Anglais and
the Croisette, these sunny days.

LOCAL SPORT.

CRICKET.

H.V.D.G. CRICKET WEEK.

By kind permission of the Chinese
Recreation Club, Hongkong Cricket
Club and Kowloon Cricket Club respec-
tively, the Volunteers will play matches
on Monday, Tuesday, and Wednesday of
Race Week as hereunder:—

Monday, 1st March, at the C.R.C.,
against the Army—A. C. I. Bowker
(captain), E. J. R. Mitchell, J. C. Loyal,
E. Goodwin, A. W. L. Ramsey, E. L.
Fincher, J. A. H. Plummer, G. P. Lam-
mert, A. A. Dand, H. C. Burgess, C. T.
Evans.

Tuesday, 2nd March, at the H.K.C.C.,
against Royal Navy—E. J. R. Mitchell
(captain), H. Owen Hughes, A. C. I.
Bowker, J. C. Loyal, F. Goodwin, A. W.
L. Ramsey, W. W. Mackenzie, A. K.
Mackenzie, L. P. Ralph, G. R. Vallack,
H. V. Parker, G. P. Lammert, H. J.
Armstrong.

Wednesday, 3rd March, at the K.C.C.,
against K.C.C.—H. Owen Hughes (cap-
tain), A. C. I. Bowker, E. J. R. Mitchell,
F. N. Young, W. W. Mackenzie, A. K.
Mackenzie, L. P. Ralph, G. R. Vallack,
H. C. Burgess, G. P. Lammert, R. W.
Lee.

All matches will start at 12 noon and
stumps will be drawn at 6 p.m.

KOWLOON MARATHON RACE.

THIRTEEN ENTRIES FROM H.M.S.

"VINDICTIVE."

In connection with the fifth annual
Kowloon Marathon Race under the
auspices of the St. Andrew's Young
Men's Club, which is to take place on
Monday afternoon next, additional to the
19 entries received last Saturday, particu-
lars of which appeared earlier, this
week in the Daily Press, are no fewer
than thirteen from H.M.S. "Vindictive"
since she arrived in port. Another
civilian has also sent in his name, now
bringing the total number of entrants for
the race up to 33.

FANLING HUNT.

WEEK-END FIXTURES.

Fixtures for this week-end in con-
nection with the Fanling Hunt are as
under:—

Saturday, 27th.—The hounds will meet
at the Kwai Tin Stables, at 2.30 p.m.

Sunday, 28th.—The hounds will meet
at Mr. Potts' Bungalow at 10.30 a.m.

CALCUTTA'S NEW RACE

COURSE.

THE FINEST IN THE WORLD.

Calcutta at present possesses an ex-
cellent race-course, but when the am-
bitious scheme which is in progress of
fulfilment at Barrackpore, about four-
teen miles away, is completed the city
will have the finest course in the world.

The present headquarters of the Royal
Calcutta Turf Club are situated on the
Maidan, within a mile of Government
House and the centre of the city. The
land is under the control of the military
authorities, and on several occasions
there have been rumours that the
privileges granted to the Club were to
be withdrawn. For a trable track, the
outer of which is about a mile and three-
quarters in circumference, and extensive
and elaborate stands, offices, and stabling
accommodation, the Turf Club pays a
nominal rent to the military authorities,
and, although the actual conditions are
not known, it is believed that they are
such as to permit the withdrawal of the
facilities at short notice.

Were this to happen the whole of the
Royal Calcutta Turf Club organisation
would become useless, and it is believed
that it was with this possibility in view
that the new scheme was drawn up. In-
cidentally, that expulsion, which is but
a rumoured possibility at present, would,
in the event of the Nationalist campaign
succeeding, become a distinct prob-
ability.

THE NEW TRACK.

The present course is almost circular
and permits a clear view right round the
track from any point of the course. This
in itself is a great advantage, but it
possesses a drawback of providing no
straight run where the real capabilities
of sprinters can be tested. This defect
will be remedied in the Barrackpore
Course, where there will be a six-furlong
straight run ninety to one hundred feet
wide. The whole track will be a mile
and three-quarters in the length and not
less than ninety-feet in width at any
point.

The initial plans were made by Col.
G. A. Eason, Wilkinson, Inspector of
Courses to the Jockey Club, who came
out to India at the end of 1922 at the
request of the Stewards of the Royal
Calcutta Turf Club. It was about this
time that the Club purchased 233 acres
of land from the military authorities at
Barrackpore and work was commenced
almost immediately. The scheme pro-
vides a special station for race trains,
and the latest totalisator devices in each
of three huge enclosures, and it is expected
that the work will be completed in
time to enable the first meeting to be
held in the cold weather of 1927.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Elderly Patients. No. 2 for Men and
Women. No. 3 for Chronic Weakness, etc. etc.
Sole Agents, Messrs. J. B. H. & Co., Ltd.,
100, Queen's Road, Hong Kong. Tel. 155.
New York Office, 100, New York City, N.Y.

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENAMORY"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
all Goods are being landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company Limited, whence,
and/or from the wharves, Delivery may be
obtained.

Goods not cleared by the 3rd March,
1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages
are to be left in the Godowns where they will
be examined in the presence of Consignees by
Messrs. Goddard and Douglas on 2nd March,
1926, at 10 a.m. Claims against the Steamer
including those for Cargo short delivered must
be presented on the Special Form provided, and
must also be submitted within 90 days of
arrival otherwise they will not be recognized.
No Fire Insurance will be affected by this in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 24th February, 1926. [3241]

S.S. "MIN."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUNKER-
QUE, ANTWERP, LONDON, etc.,
in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
being landed and stored at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., Kow-
loon, whence Delivery may be obtained im-
mediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 p.m. To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Tuesday, the 2nd March, 1926, at Noon, will be
subject to Rent and Landing Charges.

All Claims must be sent in to me on or before
Friday, the 5th March, 1926, or they will not be
recognized.

All damaged Packages will be examined on
Monday, the 1st March, 1926, at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

H. RODENFUSHER,
Agent.

Hongkong, 24th February, 1926. [3242]

HAMBURG-AMERIKA LINIE.

THE Motor Vessel "MUNSTERLAND"

having arrived, Consignees of Cargo by her are
hereby notified that all Goods are being
landed at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence, and/or from the Wharves, Delivery can
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd March, 1926,
will be subject to Rent.

All damaged Packages will be examined by
Messrs. Goddard and Douglas (Marine
Surveyors) at 10 a.m. on 2nd March,
1926.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JEBSEN & Co.,
Agents.

HONGKONG.
Hongkong, 23rd February, 1926. [3230]

CHEONG TAI

110, QUEEN'S ROAD CENTRAL.

CHEAP SALE.

GROCERIES.

PREVIOUS REDUCTION 15% PER CENT.
NOW FURTHER REDUCED 10 PER CENT.

WINES, SPIRIT & LIQUEURS.

PREVIOUS REDUCTION 10 PER CENT.
NOW FURTHER REDUCED 5 PER CENT.
(EXCEPT BRANDY).

E. D. DA ROZA,
Special Manager.

Hongkong, 18th February, 1926. [3210]

MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all Female
complaints. Every lady should
keep a box in the house.

Chemists and Stores sell
them throughout the world.

Proprietors:
MARTIN, Chemist, Southampton, England.

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PASSAGES FOR DISPOSAL—At Com-

pany's Rates, 4 BERTS (6 CABS)
to London via Suez 1

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MANUFACTURERS
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THE FAR EAST OXYGEN AND
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BEST REPAIRS!
LOWEST PRICES!

Carbonic Acid Gas, Ammonia, Calcium
of Carbide, Motor Cycle, Acetylene Tanks,
all necessary equipment for Low and High
Pressure Autogenous Welding,
Blowpipes, Gauges, Scraping Powder,
Electrodes and all kinds of Metals for
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BOILER REPAIRS
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URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS

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\$1.50 EACH.

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| 10906—"MERCENARY MARY" | Selection, Part I | "Star" Revue Orch. |
| "MERCENARY MARY" | Selection, Part II | |
| 10959—"I MISS MY SWISS" | Fox-Trot | Star Syncopators |
| OVER MY SHOULDER | Fox-Trot | |
| 10963—"CHEATIN' ON ME" | Fox-Trot | Reser's Dance Orch. |
| PADIN' MEDLIN' HOME | Fox-Trot | |
| 15209—"PAGLIACCI" RIDI PAGLIACCIO | Mme. Lyse Charny | |
| "LA BOHEME" IN POVERTIA MIA LIETA | | |
| 10969—"WHEN THE BLOOM IS ON THE HEATHER" | Jack Charman | |
| WE'RE ALL HOLLY GOOD FELLOWS | | |
| 10956—"CREEP INTO MY ARMS" | Waltz | Broadway Waltz Orch. |
| POEM WALTZ | Waltz | |
| | Etc., Etc. | |

Public-Crient

12, QUEEN'S ROAD CENTRAL HONGKONG.

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COMBINED FREIGHT AND PASSENGER SERVICE

SAILING FOR SHANGHAI AND JAPAN.

S.S. "OLDENBURG" ... (due from Europe) on or about 20th Mar., 1926.

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CANTON: Carlowitz & Co.
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FOOCHOW: Siemens & Krohn.

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12, Pedder Street.

Tel. C. 2225.

THE EAST ASIATIC CO., LTD

COPENHAGEN.

The M/S. "DANMARK"

will be loading for MARSEILLES, VALENCIA, ROTTERDAM,
AMSTERDAM, HAMBURG, COPENHAGEN, and other
SCANDINAVIAN PORTS.

On or about 26th March, 1926.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Asia"	15th March	
M/S. "Java"	20th April	

Subject to change without notice.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

BUILDING OF BRITAIN.

PICTURES OF THE PAST.

ST. STEPHEN'S HALL PLAN.

Details of the scheme further to beautify St. Stephen's Hall, have been announced by the Secretary of the Office of Works. It is proposed to place in the hall a series of eight paintings which will have for theme the Building of Britain. The pictures will be placed below the windows, where Sir Charles Barry, when he designed the new hall, intended that paintings should be set to complete his design, and the work will be co-ordinated and carried out in consultation with Sir D. V. Cameron, R.A.

The following is the list of the actual historical subjects, with the names of the painters to whom they have been entrusted. A short descriptive note is to be written by Sir Henry Newbolt telling the story of the pictures, and it is hoped that this will be ready for publication before they are placed in position.

King Alfred's Fleet defeating the Danes in a storm off Swanage, A.D. 877 (COLIN GILL)
Richard Cœur de Lion sails for the Crusade, Dec. 11th, 1190 (CLYDE PHILIP, R.A.)
The Barons and King John ratifying the Magna Carta at Runnymede, 1215 (CHARLES SIMS, R.A.)
The Wycliffe Bible read in secret meeting, 1400-1430 (GEORGE CLAUSEN, R.A.)
The Speaker (Sir Thomas More) refusing to grant Cardinal Wolsey a Royal subsidy without debate, 1523 (VIVIAN FORBES)
Queen Elizabeth commissioning Sir Walter Raleigh to "discover unknown countries," 1584 (A. K. LAWRENCE)
Sir Thomas Roe at Ameer before Jehangir, the Mogul Emperor, as Envoy from James I., 1614 (Prof. WILLIAM ROTHENSTEIN)
Queen Anne giving Royal Assent to the Act of Union with Scotland, 1707 (W. J. MCKINNON)

SHRINE OF HISTORY.

The following explanatory note on the scheme was issued by the Office of Works:

In the rebuilding of the Palace of Westminster, after the fire of 1834, the site of the ancient St. Stephen's Chapel, which had from the time of Edward VI. been the meeting place of the Commons House of Parliament, was filled by a new Chamber named St. Stephen's Hall. On the floor of this Hall brass studs still mark the position of the table and of the Speaker's Chair. Here took place the great struggles of our Parliamentary history—here Sir John Elliot, Pym, and Hampden fought for Constitutional Government; Burke pleaded for an understanding of the American Colonies; Pitt and Fox contended across the table on questions of war and peace; the long contest of the Reform Bill was carried through. The place is one of the most famous shrines of British history.

When Sir Charles Barry designed the new Hall it was part of his plan that the panels below the windows should be filled with paintings. The present scheme is an attempt to complete that design, but the selection of the subjects for the panels has not been easy. For so historic a chamber it was felt that the only worthy scheme of decoration would be one which should fulfil certain conditions. First, the paintings must represent striking aspects of the national life; secondly, they must form a series and not a mere collection of isolated scenes; and thirdly, to ensure unity and so heighten the impression conveyed, they must be the work either of a single artist or of a team working together in the closest and most sympathetic fellowship. On the other hand, "certain limitations were necessarily imposed. It was evidently impossible to represent the whole varied and stirring history of a thousand years by eight pictures, nor would it have been desirable to revive the unextinguished embers of modern party conflicts or personal feelings. Moreover, any attempt at direct representation would be an abandonment of the object, principally in view. What was desired was not to produce a few literal illustrations to the vast volume of our annals, but to symbolise the inner meaning of certain events, to show them as typical and fateful stages in our national growth, our evolution from a tribal state to a world-wide Commonwealth.

The theme, then, must be the Building of Britain, and the scenes chosen, while reminding the spectator of actual periods and events, must in the same moment transfigure them, revealing to the imagination the greatness of the powers by whose operations the sacred city of the future was slowly, and often unconsciously, setting up her bulwarks and her palace. The scenes eventually chosen are given above, and when the painters have spent upon them their enthusiasm and their genius, it is confidently hoped that they will not fail of their effect. At first entrance the Hall will present a harmony of colour and design; viewed more closely the panels will remind all who see them that the spirit which has moved our people to the making of the great Commonwealth as we know it to-day, has done its work by such impulses as that which built and maintained our naval defence, that which sent armies far overseas in a chivalrous devotion to the cause of Christianity, that which united barons and freemen in resistance to misgovernment and injustice, that which inspired men to claim liberty of conscience and to treasure the English Bible above life itself, that which gained and kept the power of the purse against autocracy, that which sent seamen and poets in company to voyage and explore and colonise, that which sought friendship and trade among the fierce peoples of the East, and gave them in return the Pax Britannica, and, lastly, that which sought union at home, and so at last completed the structure of our Parliament and of our national life.

A RECOLLECTION OF MOSUL.

[BY PHILIP GERARD.]

We crossed the Tigris at dusk. Behind us the ruins of the long-dead city of Nineveh were already shrouded in the mist that crept in from the river. In front, looming up from behind the dark palms on the half-submerged island that marks the junction of the old stone bridge of the Assyrians and the Bridge of Boats, lay the city of Mosul, a shadowy smudge against the primrose sky.

Somewhere on the further bank the first hyena gave tongue to a long-drawn cry. A hundred jackals, far out across the desert, lifted their heads and answered, their wail drowning the voice of the muezzin who called from the minaret, bidding the Faithful to pray.

The yellow flash that tipped the cupola above the Great Mosque turned first to grey and then to purple.

SALUTATION.

A bedouin, astride a lean donkey, his long legs almost touching the ground, his wives following behind, bearing bundles on their heads, saluted us.

"Peace be upon you," said he. "And upon the sayer," we answered, and rode on into the black shadow that was the Great Bridge Gate, the single entrance on the eastern side of the walled city of Mosul.

As we clattered through the archway and out into the dusk-filled courtyard a bell tolled faintly: two women, with bent heads, hurried to vesper.

MARKET OF THE DESERT.

The four great highways from Damascus and Teheran, Btilis and Baghdad all converge on Mosul, for the city is, as of old, the Market of the Desert, and all day long the ten different gateways in the limestone wall are busy with the coming and going of the caravans and long camel-trains that wind their leisurely way across the steppe-lands of Arabia.

For Mosul, with its mixed population of Mohammedans, Christians, and Jews, has a comradeship of commerce and an intense local national spirit which—fostered by the belief that religion is a secondary consideration where citizenship is concerned—is all to the benefit of trade.

The three creeds, nevertheless, occupy each a different quarter within the walls, meeting only in the markets to carry on the life of the city, in peace and friendliness. This ideal state of affairs, so rare in Eastern cities, where racial feuds and religious hatred are almost always part of the national life, is partly due to the fact that while each sect obeys the teaching of its own particular doctrine, they all hold one religious belief, one common point of view, which serves to smooth over sectarian difficulties.

The three creeds all reverence and venerate the two patron saints of the city, St. George and St. Jonah.

THE CHRISTIANS' POSITION.

The tomb of the latter, marked by an immense artificial mound on the left bank of the Tigris, is the object of minor pilgrimages, and though there are many jealously guarded places of Moslem worship in Mosul, including the Great Mosque (once a Christian church dedicated to St. Paul, and now a "Friday" mosque, inaccessible to all but the followers of the Prophet), there are two special Mosques where homages may be paid to the city's saints by Moslem, Christian and Jew. These, the Mosque of Nebi Jirja (St. George) and Nebi Yunis (St. Jonah), dating from the ninth century, are open to all.

But, although the Christians are normally free from open persecution, they cannot take an active part in the social life of the city, for Christians in Mosul have always been regarded as slaves by their Moslem brethren, and occupy only the most lowly and menial employments.

This contempt for the Christian element is so pronounced that there is an instance of one of the city's most prominent and influential citizens—a rich and powerful man and a direct descendant of the ancient rulers of Assyria—who went one day to a local barber in order to have his beard trimmed. He entered the shop early in the morning, but it was almost nightfall before his beard was shorn. The barber refused to attend to a Christian while any of the Faithful remained unshaven.

It is recorded that the loss of dignity which the poor man sustained on seeing his own camel-boy take preference over himself caused him to renounce the Christian faith next day.

THE LOCAL LEGEND OF JONAH.

In the height of Assyrian glory, Mosul was a suburb of Nineveh, the ruined city across the river, and since it was at Nineveh that Jonah, fleeing from his enemies, found sanctuary and eventually died, and was buried with honour, one would naturally suppose that the citizens of Mosul should know something of the legend of Jonah and the whale.

The explanation of the story offered by the good folk of Mosul is simple.

Cities all over the world, and in the East particularly, derive their names from some peculiarity associated with their ancient life. Sometimes it was their title, but more often commerce or some special trade left its name upon the city. Damascus is so-called because of its ancient manufacture of Damask cloth. Aleppo is famous for its milk (Arabic "Haleb"). Mosul derives its name from the manufacture of muslin.

Nineveh, or Nimma, to give it its proper title, was the barter-place of the fish (Semitic "Nunna"), caught in large numbers in the Tigris and sold in the markets of the city.

THE BIG FISH.

The marine mammal inside which Jonah is supposed to have spent three days is not specified as being a whale, nor is it given any particular name. The legend says that "Jonah was swallowed up by the Big Fish." It was the city of Nineveh—big because of its houses and gardens, which are reputed to have covered over 60 miles—that swallowed up Jonah, according to Mosul. The "three days" is the period that it took him to travel from the outskirts to the centre of the city, where swallowed up in the crowded markets, he found refuge from his foes.

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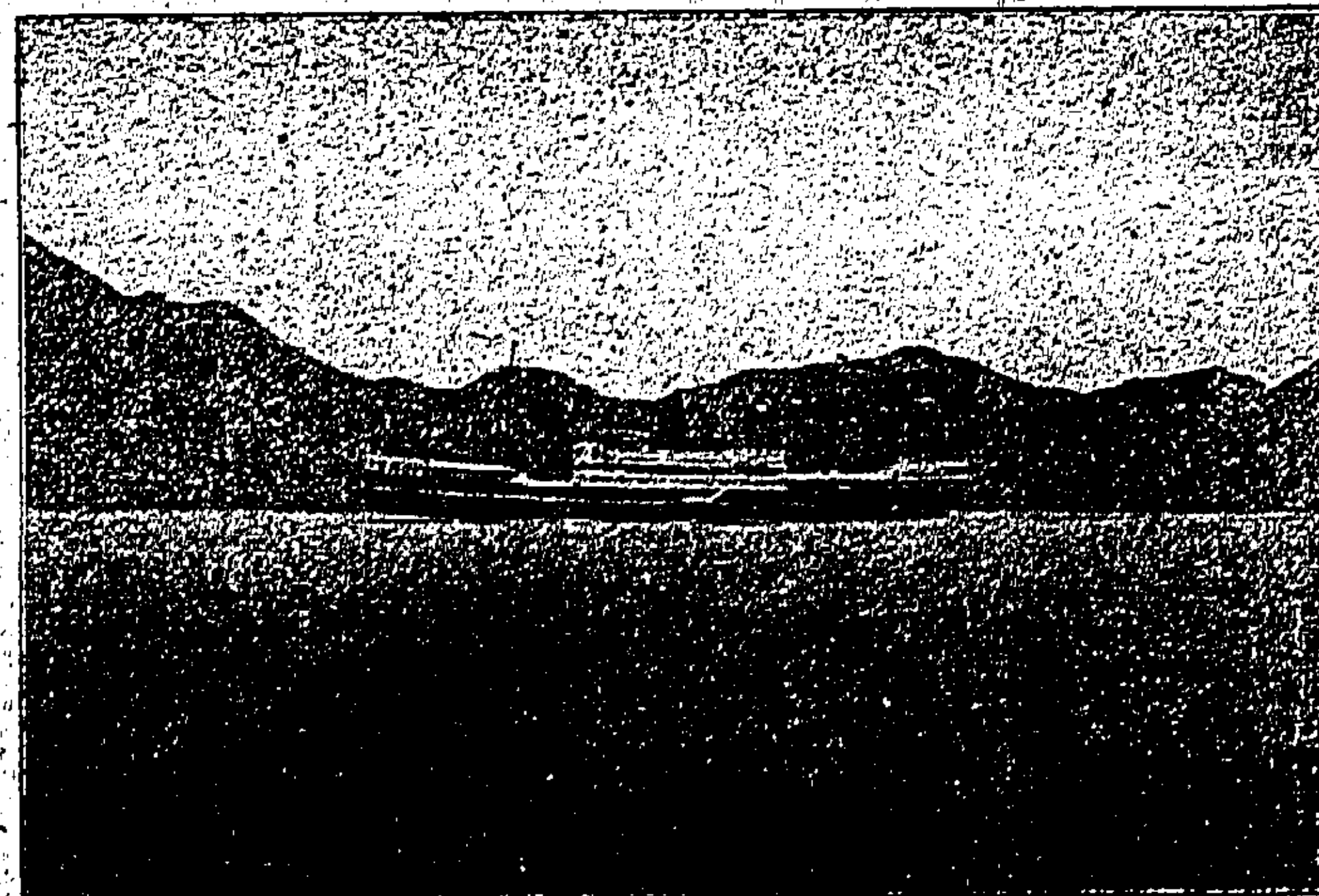
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SHIPPING NEWS

ARRIVALS.

February 25th.

Gauche (Japan), Japanese str., 2,377 tons, Capt. S. Aoki, from Sourabaya and Sandakan, with a general cargo, lying at buoy No. 534.—O.S.K.

Glenamoy, British motorship, 1,606 tons, Capt. J. Angier, from London, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Hanung, British str., 1,207 tons, Capt. C. Umpleby, from Shanghai, with a general cargo, lying at buoy No. C17.—B. & S.

Kanchow, British str., 1,222 tons, Capt. D. Williams, from Shanghai and Amoy, with a general cargo, lying at buoy No. C38.—B. & S.

Min, French str., 1,448 tons, Capt. C. G. Sola, from Saigon, with a general cargo, lying at buoy No. A3.—M.M.

Tube (Japan), Japanese str., 1,938 tons, Capt. Y. C. Sakai, from Nagasaki and Saki, lying at buoy No. B31.—M.K.K.

February 25th.

Hu Fung, Chinese str., 1,004 tons, Capt. N. G. Boyko, from Shanghai, lying at buoy No. C19.—Wailong & Co.

Muen, British str., 1,443 tons, Capt. W. Mackenzie, from Haiphong, lying at Taikoo Dock.—B. & S.

Kum Sang, British str., 2,347 tons, Capt. H. W. Chandler, from Calcutta and Rangoon and Straits, which left Singapore on February 19th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

CLEARANCES.

February 25th.

Beset, for Shanghai.

Fau Sang, for Shanghai.

Gauche, for Takao.

Hanung, for Haiphong.

Hui Nam, for Kwang Chow Wan.

Hydrangon, for Kwang Chow Wan.

Kum Sang, for Shanghai.

Luen, for Swatow.

Tjimonack, for Japan.

PASSENGERS.

ARRIVALS.

Per *m.s. Glenamoy*, on February 24th: Mrs. W. H. Mitchell, Misses W. H. Mitchell, Mr. and Mrs. West, Misses West, and Mr. Montague.

DEPARTURES.

Per *Admiral Oriental Line President Jefferson*, for Manila, on February 25th: Mr. R. A. Barrett, Mr. and Mrs. C. Bennett, Mr. L. B. Carr, Mr. H. T. Dodge, Mr. R. Dodge, Mr. A. E. Heath, Mr. C. Hines, Mrs. J. F. Howard, Mrs. D. W. Hunt, Miss E. Iserson, Mrs. W. F. Mase, Mr. J. G. Varhol, Mr. Adolph Mishlzenau, Mr. and Mrs. C. D. Weston, Mr. J. A. Fallon, Mr. Richard, Sister M. C. Quinn, Mr. Lim Kim Chi, Mr. F. A. W. Handley, Mr. Peter M. Lee.

WITHIN CALL.

The following vessels are expected to be in wireless communication with Hongkong at noon to-day: *Hu Fung*, *President*, *Tai*, *Drifflinger*, *Express* of Asia, *Van Oostendael*, *President Jefferson*, *Sanuki Maru*, *Kum Sang*, *Hui Nam*, *Kum Sang*, *Tjimonack*, *Yuen Sang*, *Kwangtung*, *Tjimonack*, *Glenamoy*, *Mishima Maru*, *Ceylon Maru*, *Ginga Maru*, *Tonkin*, *Huiching*, *Huiching*, *Hui Nam*.

SHIPPING MOVEMENTS.

The E. & A. Co.'s s.s. *Tamoi* left Moji for Hongkong on the afternoon of the 24th inst., and is due here on the afternoon of March 1st.

The R.M.S. *Empress of Australia* left Kobe at 4 p.m. yesterday, due at Yokohama to-day at 3 p.m.

NO BIDS FOR THE "LING NAM."

By order of the Court, the s.s. *Ling Nam*, a Chinese ship registered at Canton, was put up for public auction by the Auctioneering and Broking Company yesterday, but despite a picked sale room, no advance was made on the upset figure quoted of \$240,000. The vessel was accordingly withdrawn, but it was learned that she will be put up for sale again at a later date, when matters look more propitious for the sale of a steamer. The *Ling Nam* is 6,218 tons gross and of 3,745 net tonnage. She has accommodation for 40 first class passengers and 1,090 deck passengers and is fitted with electric light. She was built by Reitersteig Shipyard and Maschinenfabrik, of Hamburg, in 1903. Her length is 415.8 feet; breadth 50.4 feet and depth 28.1 feet. The *Ling Nam* has an average speed loaded of 12 knots and fitted with twin screw triple expansion surface condensing 577 (nominal) H.P. engines, wireless and refrigerating apparatus and is classed 100 A.1 in Lloyd's Register of Shipping. She passed second No. 2 Special Survey in November, 1922.

NIPPON YUSEN KAISHA.

The Nippon Yusen Kaisha contemplates adding three new liners to its fleet to replace the vessels on the San Francisco line which will be taken over from the Toyo Kisen Kaisha when the merger is effected with that company. The replacement is to be effected if the Government subsidy is secured. The cost of the vessels will be \$21,000,000 on the basis laid down by the Communications Department, which, in return for the grant-in-aid, requires three liners of 24,000 tons each, equipped with Diesel engines developing 18 knots an hour. The work will be given to the Mitsubishi and the Kawasaki dockyards. According to one report, the funds needed will be raised by debentures, of which the first issue of 10 million yen will take place during the current year. Another report, however, says that recourse will be had to foreign loans.

HONGKONG SHIPPING.

Yesterday's shipping statement showed that the number of vessels in the harbour at 9 a.m. was 67, of which 29 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered twelve, viz., five British, one Norwegian, one American, one French and four Japanese. Departures over the same period came to ten, namely one for Haiphong, two for Shanghai, two for Amoy, one for Bangkok, one for Saigon, one for Moji, one for Manila and one for Singapore; with clearances for the same period numbering five.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday.)

For Hongkong 2,331 tons

For ports beyond 33,487 "

Total 35,818 "

(During previous 24 hours ended at 9 a.m. on Wednesday.)

For Hongkong 6,377 tons

For ports beyond 22,223 "

Total 28,600 "

Of the cargo entered for Hongkong, 1,828 tons were carried by British vessels, but the heaviest entry for the period under review was made by the American vessel, namely 1,007 tons, all the other entries for this port being under one thousand tons. The returns continue to show heavy entries of cargo for ports beyond, and yesterday's total for other ports exceeded the previous day's by over 16,000 tons, while the entry of cargo for Hongkong was more than 3,000 tons less than that for the corresponding period. All the entries of cargo entered for ports beyond for the twenty-four hours ended at 9 a.m. yesterday ran into four figures, the heaviest being 8,636 tons and the next two best 7,800 tons and 6,326 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under: The s.s. *Gauche* (British) from Shanghai with 400 tons of general cargo and mail; the s.s. *Hanung* (British) from Shanghai with 100 tons of general cargo and mail; the s.s. *Hydrangon* (British) from Kwang Chow Wan with 140 tons of general cargo and mail; the s.s. *Kum Sang* (British) from Calcutta and Singapore with 750 tons of general cargo, mail and 6,326 tons for ports beyond; the s.s. *Glenamoy* (British) from London and Singapore with 429 tons of general cargo and 3,490 tons for ports beyond; the s.s. *Min* (Norwegian) from Antwerp and Singapore with 285 tons of general cargo and 8,636 tons for ports beyond; the s.s. *President Jefferson* (American) from Seattle and Shanghai with 1,000 tons of flour and general cargo, mail and 2,750 tons of similar cargo for Manila; the s.s. *Hui Nam* (French) from Dunkirk and Saigon with 650 tons of general cargo and 7,800 tons for ports beyond; the s.s. *Tube* (Japan) from Yokohama and Moji with 255 tons of general cargo, mail and 4,530 tons for ports beyond; the s.s. *Yuen Sang* (Japanese) from Moji with mail only; and the s.s. *Ginga Maru* (Japanese) from Sourabaya and Sandakan with 201 tons of general cargo and 4,019 tons for ports beyond.

Later arrivals, too late for entry in the above returns, included the s.s. *Shirata* from Straits with general cargo and mail.

SHIPPING NOTES.

The circumstances of the stranding in the Hainan Straits of the s.s. *Kuruyang* and the s.s. *Hunan* (China Navigation Co., Ltd.) are to be investigated by a Marine Court of Enquiry at the Harbour Office this morning. The composition of the Court will be:—Lieut. Commander G. F. Hole, R.N., Harbour Master (President), Lieut. Commander L. G. Addington, D.S.C., H.M.S. *Despatch*, Mr. E. Holmes, master of the s.s. *Telemaque*, Mr. P. R. G. Cumming, master of the s.s. *Yuen Sang* and Mr. E. Walker, master of the s.s. *Haiphong*.

At the Marine Court yesterday, the Harbour Master fined the masters of the steam launches *Yuen* and *Hui Hock*, \$5 each, with the alternative of five days' hard labour, for lying outside two other launches alongside the s.s. *Kuruyang*. A boatmistress, charged with lying inshore, and, who had been remanded from the previous day, in order to that she might bring a witness to prove that her boat was inshore while she had gone for a doctor, to attend her daughter who had been taken suddenly ill, appeared and was discharged.

The Police launch which is being built for the Mils Bay patrol is to be a particularly seaworthy craft and in addition is to be fitted with a gun platform strong enough to mount a six-pounder.

Deck passengers entered during the twenty-four hours ended at 9 a.m. yesterday totalled 1,053. The largest entry was by the s.s. *Hydrangon* (British) from Kwang Chow Wan with 750; while the s.s. *Kum Sang* (British) brought 260 from Calcutta and Singapore.

VESSELS EXPECTED.

Empress of Asia (C.P.S.), due tomorrow.

Tamoi (E. & A.), due March 1st.

VESSELS IN DOCK.

The following vessels are in Dock:—Kowloon Dock—*Passet*, *Tangistan*, *Seistan*, *Siang Wo*.
Taikoo Dock—*Huichow*, *Sunning*, *Hunan*.
Cosmopolitan Dock—*Ling Nam*.
At Kowloon Bay—*Haifong*, *L. Onawa*, *Sun On*.
At Plover Cove—*Pong tong*, *Lok Sun*.

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EMPRESS OF RUSSIA	Apr. 2	Apr. 6	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 5	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 18	June 19	June 30
EMPRESS OF ASIA	June 25	June 27	June 30	July 3	July 12

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MAYBASHI MARU ... Saturday, 20th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU ... Saturday, 27th Feb.

BOMBAY via Singapore, Penang & Colombo.

PENANG MARU ... Tuesday, 2nd Mar.
GENOA MARU ... Saturday, 6th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Saturday, 6th Mar.
OSAKA MARU ... Thursday, 11th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 18th Mar.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU ... Sunday, 28th Feb.
TSURUGA MARU ... Sunday, 28th Feb.
TAMBA MARU ... Sunday, 28th Feb.
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PAUL LECAT ... A	19th Feb., "	17th Mar., "	13th Apr., "
AMBOISE ... B	26th Feb., "	31st Mar., "	27th Apr., "
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TIENSIN via CHEFOO	"CHEONGSHING"	Wednesday, 3rd Mar., at Noon.
TSINGTAU via SHANGHAI	"YATSEING"	Wednesday, 3rd Mar., at Noon.
SANDAKAN	"MAUSANG"	Friday, 5th Mar., at Noon.
KOBE via SHANGHAI & MOJI	"KWAISANG"	Saturday, 6th Mar., at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Saturday, 6th Mar., at 3 p.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 10th Mar., at Noon.
STRAITS & CALCUTTA	"LAISANG"	Friday, 12th Mar., at 3 p.m.
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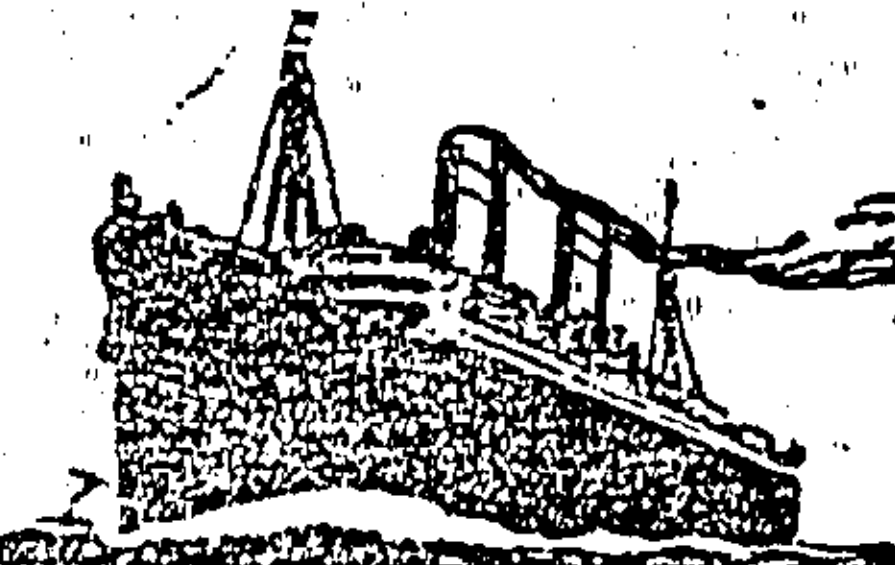
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"DERFFLINGER"	27th March "	4th April, "
"TRIER"	34th April "	1st May, "
"SAARBRUCKEN"	32nd May "	29th May, "
"COBLENZ"	19th June "	27th June, "
"ANHALT"	15th July "	—
"KULDA"	12th August "	32nd August, "
"DERFFLINGER"	11th September "	18th September, "
"TRIER"	—	16th October, "

For Freight and Passage, please apply to—

MELCHERS & CO..

Telephone C. 4557.

3, Queen's Building, Chester Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR FOREIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	SHANGHAI	In port	27th Feb.	M'KAR & S'AL.
TJISONDARI	DAINTY & N. CHA.	28th Feb.	2nd Mar.	BATAVIA
TJIBODAS	S'AL & M'KAR	3rd Mar.	5th "	AMOI & S'AL.
TJISALAK	BATAVIA	7th "	9th "	SHANGHAI
TJITAROEM	JAPAN & AMOI	8th "	10th "	BATAVIA
TJISALAK	M'KAR & S'AL	14th "	16th "	AMOI & SHANGHAI
TJISALAK	SHANGHAI	23rd "	25th "	BATAVIA
TJIBODAS	DAINTY & AMOI	26th "	28th "	M'KAR & S'AL.

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

s.s. "CITY OF RANGOON" ... via Suez Canal ... From Hongkong 28th March
s.s. "LANGTON HALL" ... via Suez Canal ... From Hongkong 19th April

**BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE**

(ANDREW WARR & CO., LTD.)

Sailings from Hongkong.
s.s. "FORRESBANK" ... via Suez Canal ... Second Half April

**UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

s.s. "CITY OF WELLINGTON" ... From Hongkong ... 13th March.
For HAVRE, LONDON, ROTTERDAM & HAMBURG.
s.s. "CITY OF VALENCIA" ... From Hongkong ... 2nd April.
For MARSEILLES, HAVRE, LONDON, ROTTERDAM & HAMBURG.

FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
"B" 1st Class £30. 2nd Class £15.

**MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE**

s.s. "SURAT" ... From Hongkong ... Middle of April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amelia, Mozambique, Inhambane, Zanzibar, Mombasa, Kilindini, Port Natal, Natal Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATTIA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

Tel. Cent. 4791. **THE BANK LINE LTD.** [13]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "KNIGHT COMPANION" ... via Suez Canal ... 7th Mar.
s.s. "CITY OF RANGOON" ... via Suez Canal ... 28th Mar.
s.s. "CALOCHAS" ... via Suez Canal ... 7th Apr.
s.s. "LANGTON HALL" ... via Suez Canal ... 19th Apr.

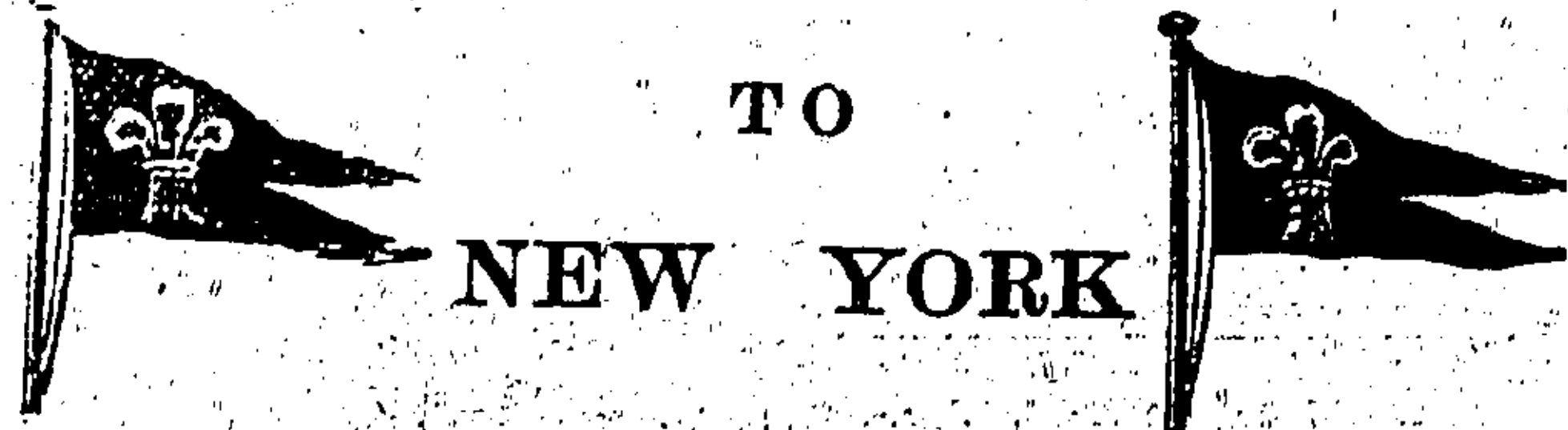
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, 02 THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "EASTERN PRINCE" ... Sailing ... from Hongkong ... 1st March, 1926.

For Freight and Full Particulars, apply to—

Telephone: Central 3165. **FURNESS (FAB EAST), LIMITED.**
Telegrams: Furnprince. (Incorporated in Great Britain)
King's Building.

**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

**LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.**

For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. "Safe and Reliable."
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by Leading Chemists.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).
**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

**PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NAGPORE"	5,583	4th Mar. Noon	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,903	8th Mar.	Marseilles and London.
"KASHMIR"	8,885	13th Mar.	Mars, L'don, A'werp, and Hamburg.
"KIDDERPORE"	5,334	18th Mar.	Singapore, Penang & Bombay.
"KHIVA"	5,135	20th Mar.	Marseilles, London, and Antwerp.
"MOREA"	10,618	3rd Apr.	Marseilles and London.
"DELTA"	8,097	15th Apr.	Singapore, Penang, Colombo & Bombay.
"DEVANHA"	8,185	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	do.
"MACEDONIA"	11,089	1st May	Marseilles and London.
"KASHGAR"	9,008	15th May	Marseilles, London and Antwerp.
"MALWA"	9,041	20th May	Marseilles, London & Antwerp.
"KEYBER"	9,114	12th June	Marseilles and London.
"MANTUA"	10,902	26th June	Singapore, Penang, Colombo & Bombay.
"DELTA"	8,097	7th July	Marseilles, London and Antwerp.
"KARMALA"	9,183	10th July	Marseilles and London.
"RANPURA"	15,385	24th July	

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Redifinal Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	4th Mar.	Singapore, Penang and Calcutta.
"TALMA"	10,000	10th Mar.	do.
"SHIRALA"	7,841	17th Mar.	do.
"TAKADA"	6,949	25th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,985	3rd Mar., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"ARAFURA"	6,000	7th Apr.	
"ST. ALBANS"	4,500	5th May	
"TANDA"	6,985	2nd June	
"ARAFURA"	6,000	7th July	

* Calls at Kalambangan
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambangan, Tawao, Timor, Durban, or other ports en route as inducement offers.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SHIRALA"	7,841	27th Feb. 5.30 a.m.	Amoy, Moji, Kobe & Osaka.
"MOREA"	10,618	8th Mar.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	7th Mar.	Moji & Kobe.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,185	20th Mar.	do.
"DELTA"	8,097	20th Mar.	Shanghai & Kobe.
"MACEDONIA"	11,089	32nd Apr.	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	10th Apr.	Shanghai, Moji and Kobe.
"KASHGAR"	9,008	16th Apr.	do.
"KEYBER"	9,114	30th Apr.	Moji, Kobe and Yokohama.
"TANDA"	6,985	8th May	Shanghai.
"MALWA"	10,941	14th May	Shanghai, Moji and Kobe.
"MANTUA"	10,903	28th May	do.
"KARMALA"	9,183	11th June	Shanghai & Kobe.
"DELTA"	8,097	11th June	Moji, Kobe and Yokohama.
"ARAFURA"	6,000	12th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,885	25th June	Shanghai only.
"RANPURA"	15,385	24th July	Shanghai Moji & Kobe.
"MACEDONIA"	11,089	2nd July	do.
"KALYAN"	9,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia Lines are fitted with Laundries.
Parcels measuring not more than 6 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Moons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Overlapping 8 or 10 Days)

HAICHING ... Capt. A. E. Stewart ... Sunday, 28th Feb., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Tientsin Anchorage) and return by the same steamer by the "HAI-NING," "HAI-KONG" and "HAI-KING" at the Reduced Rate of \$30.00 including Meals while the steamer is in port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO. LIMITED.

SHANGHAI & TSINGTAO	"SZECHUEN"	On 27th Feb.	4 p.m.
SHANGHAI	"KANCHOW"	On 28th Feb.	4 p.m.
AMOY & SHANGHAI	"YINGHONG"	On 2nd Mar.	4 p.m.
BANGKOK	"CHINEHA"	On 2nd Mar.	4 p.m.
SHANGHAI	"SINKIANG"	On 3rd Mar.	4 p.m.
SHANGHAI, WEIHAWEI, CHEFOO & TIENTSIN	"LUCHOW"	On 5th Mar.	4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 6th Mar.	4 p.m.
BANGKOK	"KINGYUAN"	On 8th Mar.	4 p.m.
SHANGHAI	"SUNNING"	On 7th Mar.	4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone: Central 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.
Via MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
TAIPING	17th March	28th March
CHANGTE	27th March	23rd April
TAIPING	16th May	25th May
CHANGTE	16th June	22nd June

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Telephone: Central 35. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "KENDAL CASTLE" ... Sails 16th Mar.

LLOYD TRIESTE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUM).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "ROSANDRA" ... Sails 7th April
S.S. "FIUME-L" ... Sails 5th May

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA" ... Sails 29th Mar.
S.S. "ROSANDRA" ... Sails 3rd May
S.S. "FIUME-L" ... Sails 31st May

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 31st Mar.
S.S. "UMSINGA" ... Sails from Colombo, 12th April

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO. LIMITED.

Telephone: Central 1030.

Agents.

**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE TEAMSHIP

"VAN OVERSTRATAN"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 5th March, at Noon, 1926.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.
Telephone 1574.

YOKI BUILDING, CHINESE ROAD.

